COACH MART

The weekly for the coach industry

Issue 635 £1

April 18th, 1991

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Blackpool Coach Rally - special report

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CONTENTS

COACH MART
Issue 635 £1 April 18, 1991

5 News: Jobs go at Plaxton and Walter Alexander; Government to force bus company sales through; Neoplan Transliner is aimed at wide market; advice for operators over new speedlimiter legislation.

12 Fleet Update: Plaxton 3500 is bought by Irish operator for quality work; first Toyota Optimo joins Westbus fleet; Goldline gears up for holiday season with secondhand buys.

Who's buying what – page 12

14 Mealstop: Revealing an unusual English translation from Korea; looking back to find predictions for the industry; meeting a man with the gift of the gab.

16 Blackpool Rally: Mike Morgan reports from the 31st Blackpool Coach Rally where standards were once again high and competition fierce.

17 Letters: More warnings about rogue operators; the BCC explains its stance on star classification system; a call for more drivers to take tests; and looking back at an old charabanc in Nostalgia Corner.

20 On Target: Marksman says the industry needs less of a 'hit and miss' approach from the Government and regulatory bodies.

A testing time – page 22

22 COVER Road Test: Mike Morgan puts the new Excellence 1000-bodied Dennis Javelin through its paces.

29 Licensing & Legal: There's full coverage of the Gordon's of Kirkbride and Pride of the Road cases; plus news of a strong warning for Cornish operator, Darley Ford; and legal news.

35 Tours & Excursions: Bringing you details of some of the best places to organise short breaks to, from the down to earth charm of Norfolk to the excitement of Holland's Efteling.

Read about winning driver Gloria Botfield – page 16

COMMENT

CONSIDER the following. The Government succeeds in its bid to be re-elected for a record fourth term starting in summer 1992. One of the first things it does is to pass a bill enabling it to forcibly sell off the bus companies owned by local authorities up and down Britain. The date is now early 1993.

Over the next two and a half years, all the thirtysomething companies are gradually sold off. Around half of them are bought by management teams given an inside track to purchase. The rest are bought by the handful of major players that already dominate the market. During the same time period, perhaps longer, the Government pushes through its deregulation and privatisation plan for bus services in London.

By late 1995 there is not a publicly-owned bus company in mainland Britain. So, after four years, the Government will have achieved its aim. But, for what purpose and at what cost?

During those four years both the outgoing and incoming managers of some of the country's biggest spending bus companies would reduce investment in new vehicles to the absolute minimum, as their National Bus, PTE and SBG colleagues did before them. The consequences for the maufacturing industry of buyers the size of London Buses and Lothian Region Transport effectively withdrawing from the market would be dire indeed. And the image and comfort of bus travel, critical to tempting passengers back onto them, would go down as the age of fleets in major towns and cities went up.

Meanwhile, as privatisation and deregulation consume the working capacity of Department of Transport mandarins, local authority councillors and bus company managers, local traffic schemes promoting the bus would be put on the back burner. The speed of city traffic, already under 10 mph in London, would fall back even further under the weight of more cars. Buses can't work in such conditions. More passengers would stay away.

The Government's latest piece of transport legislation would deal a potentially lethal body blow to the bottom line of operators and manufacturers. It does nothing to address the chronic congestion problems of our cities, nor to improve the quality of life of their inhabitants. It is a prime example of ideology triumphing over good management.

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■REDUNDANCIES

Plaxton cuts jobs and freezes pay...

BRITAIN'S major coach builder, Plaxton Bus & Coach, has announced a further 44 job cuts at its Scarborough factory and is imposing a wage freeze until July next year on the rest of its workforce in a bid to survive a disastrous year for sales.

And, in a move unconnected with the latest announcement, it has been revealed that production at the North Yorkshire factory will grind to a virtual halt next month when the 750-strong workforce take an extended holiday for the most of May.

The job losses at Plaxton follow 70 redundancies last summer and comes in the wake of the announcement last month *(Coachmart,* March 21) of a £1.5 million loss during the last financial year.

Despite the latest cuts, which included 33 production jobs, Plaxton Bus & Coach manufacturing managing director, Neil Beresford, said that the company's heavy investment programme in product development would be unaffected.

The company has already committed £3 million to its research and development team. He told *Coachmart:* "The industry will need new and innovative products once the industry emerges from its present difficulties and with that in mind it is vital that we forge ahead with our development plans.'

The company is gloomy about sales prospects for the rest of this year and 1992, but expects an upturn in 1993. With this in mind, it has diversified into full-size bus production with its Verde citybus *(Coachmart,* March 21) and is widely expected to introduce a new coach later this year.

Mr Beresford was quick to point out that the extended holiday for staff next month was agreed before Christmas.

'The break will help us through a period when sales are expected to be exceptionally low and during that time we shall only be employing a skeleton staff.'

... as axe falls at Walter Alexander with three-day week at Falkirk

WALTER Alexander is to shed another 44 jobs in a swingeing cost-cutting exercise which includes introducing a three-day week at its Falkirk bus bodybuilding factory.

For the second time within three months, the company has announced plans to make redundancies as it strives to survive the recession in the bus and coach building industry.

In January it laid off 99 of its 600 strong workforce after market research indicated a fall in demand for new vehicles of between 20 to 25 percent.

The company's 464 hourly paid workers have begun a three-day week which is expected to last until at least June.

Kowloon Canton Railway Corporation: helped lift the gloom at Walter Alexander by taking 10 double-deck buses.

It is also looking for a reduction in other operating costs which will save in the region of £0.5 million a year.

A spokesman for Alexander said: 'The company has opted for short-time working to preserve the skills base at shop floor level in anticipation of an upturn in demand.

'It is hoped that the redundancies target can be met by early retirement or on a voluntary basis.'

Talks have already begun with employee representatives on the redundancies package.

● On a brighter note, the company is currently delivering an order of 10 double-deck air conditioned buses to the Kowloon Canton Railway Corporation in Hong Kong.

They will join 14 similar vehicles exported to KCRC.

WalterAlexander has been sending buses to the Far East since 1976 and will shortly be shipping its 400th vehicle there.

■ BUYOUT

Delay in WMT sale

WMT managing director Don Colston: workers want security.

THE Government-backed sale of West Midlands Travel- which should have gone ahead in January- has hit yet another hitch.

Red tape and America's Internal Revenue Service is holding up the £60 million employee buyout of the region's biggest and most profitable bus and coach operation. And new legislation may be needed to safeguard the inflation-proof pensions of its 6,000 bus workers. Their £150 million retirement assets are tied up in the pension fund of thousands of West Midlands workers and its administrators do not want staff to stay in after the buyout because of the impact on profits from its US shareholding. It could cost £500,000 in tax if the fund has any private sector members.

WMT employees can't transfer the money or the profit it has earned because the pension fund rules do not allow for it. Company managing director, Don Colston, said: 'Our employees have made it clear they do not want to move into privatisation without the security of their pension.'

BRIEFS

● **THE Metropolitan Police has warned that road closures and diversions will be in operation during a service at St Paul's Cathedral, London, on May 4, from 1100 hours to 1230.**

St Paul's Coach Park will be closed from 0800 to 1600 and operators are asked to avoid the area until 1300 hours.

● THE Association of Metropolitan Authorities is claiming the condition of Britain's roads has improved since 1985.

The association says there is no need for the Government's proposal to increase central control over highways expenditure.

● **PAT'S Coaches of New Broughton, near Wrexham, has taken over the Sunday service from Oswestry to Wrexham, previously run by Tanat Valley Coaches.**

The subsidised route has had its journeys cut both morning and evening.

● TRENT Buses has asked passengers to design the interiors for its planned £1.75 million fleet of 20 new Optare Deltas.

A team of researchers were last week travelling around Derby on the buses asking clients which seating and interior colour scheme they would like.

The fleet is due to begin work in summer.

● **CENTREWEST subsidiary, Red Hoppa, has won service 195 from Charville Lane to Ealing Hospital from London Buslines.**

Red Hoppa has also doubled the frequency and extended the route.

Double-decks, which previously terminated at Southall off-peak, now run to Ealing Hospital all day, and will be doubled to quarter-hour frequency at peak times.

Sunday services are also doubled.

■PRIVATISATION

Government Bill to force bus company sales through

THE Government is drawing up a municipal privatisation bill to enable it to forcibly sell off the 38 bus companies still in local authority ownership.

Prime minister, John Major, is believed to be keen to get the Bill ready for introduction as soon as possible after the next general election - if the Conservatives are re-elected for a record fourth term.

The Bill would give the Government power to enforce the sale of 25 provincial airports and 54 ports and harbours, as well as the remaining Public Transport Companies (PTCs).

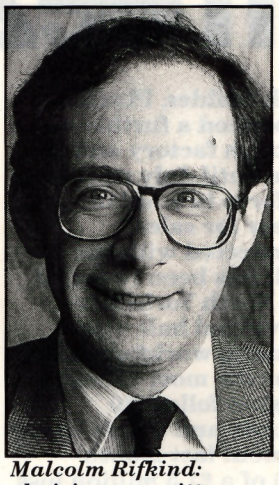
'Ministers have made no secret of their desire to see these bus companies in private hands,' said a spokesman for the Department of Transport, which is playing a big part in preparing the Bill. 'But it's most unlikely anything will happen this side of a General Election.'

Municipal bus company managers were generally resigned to the Government's latest drive to return PTCs into private hands. 'Everybody's been expecting it,' said Hyndburn Transport managing director, Andrew Gill.

'But I'm surprised it has been given priority.'

John Owen, managing director of Thameside and current president of BCC, said: 'It was not unexpected. Most of us working with local authorities were expecting legislation. It seems to be consistent with what municipal bus company managers have been told by the Government.'

Ian Phillips, managing director of Southampton Citybus, said the forthcoming legislation had already been forecast: 'But there are no plans to buy the company at the moment. The Labour council are keen to maintain ownership of the business.'



Malcolm Rifkind: chairing committee framing bill.

The manifesto committee, responsible for framing the municipal privatisation bill, is being chaired by transport secretary, Malcolm Rifkind and includes transport minister, Roger Freeman, and roads and traffic minister, Christopher Chope.

Although various transport ministers since deregulation have threatened to invoke powers given to them by the 1985 Transport Act to force councils to sell their bus companies, none have actually done so.

Since 1986, only three PTCs have been sold - Derby, Grampian and Portsmouth. During the same period, Barrow Borough Transport collapsed.

The Government recently revealed its detailed plans to deregulate London and another manifesto committee is examining the future of British Rail.

■BUS

Luton & District set to lose airport fight

LUTON & District's ambitious bid to buy the town's ailing airport looks to have been snubbed by its current owner, the borough council.

It now seems likely that plane making giant, Lockheed, will win control of the international airport - currently losing £1 million a year- following the council's decision to put L&D's bid on the back burner until after the local elections next month, but to continue to negotiate exclusively with the American company

Luton & District: airport bid likely to stay on the ground.

Privately L&D, which runs former London & Country (North West) Green Line routes alongside its extensive bus operations, is bitterly disappointed that all its hard work seems to have been to no avail.

However, the official company line is that it still believes it has a 'slim chance' of winning control of the airport.

And its worker director, Chris Pitcher, revealed that the company was prepared to sell back a 25 percent stake in the thriving former NBC to the council and offer places on the board to two councillors.

'Our bid was quite different to Lockheed's, although in the long-term it was worth a lot more money,' said Mr Pitcher.

Luton & District was prepared to pay the borough £152.3 million in installments between 1991 and 2008.

Discounted down, it was worth £38 million, compared to the £25 million bid from Lockheed.

■LIQUIDATION

Quest Leisure owed over £19 million in ILG crash

QUEST Leisure Group Ltd owed over £19 million when parent company ILG crashed last month *(Coachmart* March 14), according to the liquidators KPMG Peat Marwick McLintock.

The company, which incorporated Schools Abroad, School Plan, Hourmont Tours and Hourmont Total Ski, owes the bulk of the money - over £12.5 million - to customers who made advance payments.

Those claims have now been forwarded to the Tour Operators Study Group, whose bonding scheme covered the company's tours.

Trade creditors are owed over £665,000, its employees £33,000 and Lloyds Bank a further £2 million.

Quest lost £3.2 million on a turnover of £36.5 million in the year up to October 1990 and a further £1 million on sales of £12.3 million in the five months up to March this year. During those last five months of trading, the company's directors were paid £141,000 for running the group and its 140 staff.

The directors attribute the losses largely to the Schools Abroad business. In addition, two policy decisions on hotel accommodation abroad cost the company around £2 million in termination and compliance costs.

Quest's business was arranging overseas educational and school tours.

Coach operators were contracted in to provide transport.

In 1986 the schools tour market was dominated by three independently owned companies - School Plan, owned by ILG, Schools Abroad, owned by Granada Travel plc, and Hourmont.

Harry Goodman's ILG bought out Hourmont in April 1987 and then re-sold it, together with its own School Plan business, to Granada six months later.

In October 1990 ILG bought the Granada subsidiary Quest, containing all three businesses, for £5 million.

In the year to October 1988, the group returned a pre-tax profit of £410,000 despite losses of around £5 million incurred by Schools Abroad.

In the year to October 1989 the management teams were combined.

Schools Abroad lost around £2 million and the group recorded a profit of £1.5 million before tax.

■BUS

Bus war hots up in North Yorkshire

YORK'S park-and-ride passengers are petitioning against York City Council's decision not to renew the six-day a week contract with Hutchinson Coaches of Husthwaite.

Hutchinson stands to lose the six vehicle contract after its first year of operation with the loss of six driver's jobs. Instead, Harry Stephenson of Easingwold, looks set to run the service from June with a £138,940 tender. Glyn Fishwick, Hutchinson's general manager, told *Coachmart:* 'It's a sad situation for us and the people who travel. We've got some very good men, and we've invested £60,000 which was costed over three years - at the moment we haven't met that.

'There's just my wife, June, and myself running the business and we've had to work very hard working with the council to build up the park-and-ride.'

Mr Stephenson, a former Hutchinson employee, has been given until May 10 to extend his four vehicle O-licence and buy additional buses - otherwise Hutchinson continues. The tender specification calls for vehicles younger than 12-years-old with at least 49 seats, eight standees and luggage pen. Four buses are normally required with another two needed on busy days.

The York tender comes at the end of Mr Stephenson's first year in business.

■ PEOPLE

Coachmart staff changes

***COACHMART* has made a number of changes to its editorial team to maintain its position as the number one weekly news magazine for the coach industry.**

Anthony Hawkswell has joined the publication as editor and takes over from editor-in-chief Mark Barton, who had been involved in the day-to-day running of the magazine. Anthony has moved from sister publication, *Bus Business*, where he was editor.

Staff writer, Mike Morgan, has been promoted to features editor and he will be responsible for road tests and company profiles. In recognition of the increasing importance of the Coach Tours and Excursions section of *Coachmart*, news editor, Mark Williams, is made tourism editor.

Anthony Hawkswell: in the editor's chair.

'These appointments follow the general improvement in the editorial quality of *Coachmart* over the last year and demonstrate our committment to the coach industry with an informative journal,' said Anthony Hawkswell.

■BRIEFS

● IKARUS, the world's largest bus and coach manufacturer, has signed an export order with Iran for the delivery of 3,000 city buses to Tehran and other large cities in the country in a deal worth US$300 million (approx £167 million).

● LONDON Central is to move its head office from Lewisham to Camberwell in the summer in a bid to save money and make better use of its assets.

The new premises will be the former London Buses Training Centre at Camberwell garage.

● BUS drivers in Ipswich have agreed to a six percent pay deal with the promise of a review later.

The workforce voted to accept by a 'substantial majority' after rejecting a five percent offer. The increase, which has been backdated to the beginning of March, will be reviewed in September.

● CENTREWEST London Buses is consulting local authorities over changes it wants to make to several of its services.

It wants to introduce a midibus route between West Drayton Station and Hayes Station, withdraw Sunday services on the U1 and 128A and peak hour services on route 18 between King's Cross and Farringdon and revise timetables on routes 83, 207 and 223.

● A CAMPAIGN has been launched to rescue redundant driver training vehicles for a planned national bus museum.

The British Bus Preservation Group has set up a Save the Trainers Appeal to rescue vehicles like the Leyland PD2 and an AEC Regent which are affected by EC legislative changes.

Details from Nick Larkin, at 109 Wellington Street, Peterborough .Tel: 0733 898322.

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1988 (E) MB 230 – CAETANO ALGARVE, 53 recliners, courier seat, rear continental door, curtains, radio/PA/cassette.

1986 (C) SB2300 – LAG GALAXY, 53 recliners, courier seat, cont. door, Webasto, tinted windows.

1986 (D) SB 2300 – CAETANO ALGARVE, 49/53 seats, centre continental door, courier seat, boxed/wired for video, Webasto, boiler, berth.

1986 (C) BOVA FUTURA FLD, 49 recliners, toilet, cont. door, dble-glazed, boiler, bunk, radio/PA.

1985 (C) MB200 – CAETANO ALGARVE, 53 retrimmed recliners, plug door, Telma, cont. door.

1984 (A) MB200 DKFL – DUPLE LASER I, 57 seats, power door, side locker.

1984 (A) BOVA CALYPSO, 53 seats, power door, curtains, radio.

1983 (PP) MB200 DKTL – ALPHA, 53 seats, power door, tinted windows.

1982 (PP) BOVA EUROPA II, 52 recliners, power door, radio/PA.

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, 57 seats, power door, side locker, wheel trims.

1986 (C) YNV PLAXTON PARAMOUNT 3200, 53 recliners, power door, tinted windows, curtains, side locker, radio/PA/cassette.

1985 (C) YNV – CAETANO ALGARVE, 53 recliners, continental door, side lockers, tinted windows, curtains.

1981 (W) YMT – DUPLE DOMINANT IV, 53 seats, power door, radio/PA.

VOLVO

1988 (E) B10M GL – CAETANO ALGARVE, 49/53 recliners, courier seat, double glazed, centre demountable toilet, continental door, radio/PA/cassette.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, semi automatic.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, radio.

MERCEDES/M.A.N.

1983 (PP) 0303 JONCKHEERE P50, 49 recliners, courier seat, centre toilet, continental door, double glazed, radio.

1982 M.A.N. VAN HOOL ACRON, 49 recliners, toilet, drinks machine, fridge, radio/PA.

1982 (PP) 0303 – JONCKHEERE BERMUDA, 49 recliners, power door, centre toilet, bunk, fridge, radio/PA.

LEYLAND/AEC

1987 (D) TIGER 260ZF – DUPLE 320, 48 recliners, rear toilet, servery, courier seat, radio/PA.

1983 (Y) TIGER 245 S/A – DOM IV EXP, 53 seats, power express doors, SBG front.

1983 (Y) TIGER 245 ZF – PLAXTON PARAMOUNT 3500, 49 recliners, courier seat, rear sunken toilet, double glazed, berth, drinks machine, radio/PA.

1982 (X) TIGER 218 S/A – VIEWMASTER, 49 recliners, double glazed, toilet, bunk, radio/PA.

1981 (W) LEOPARD ZF – DUPLE DOM III, 57 seats, power door, radio.

1981 (W) AEC 760 S/A – PLAXTON SUPREME IV, 53 seats, power door.

1979 (T) AEC 760 ZF – DUPLE DOMINANT II, 53 seats, power door, side lockers.

MIDIBUS

1986 (D) MAN 8.136 – REEVE BURGESS. 32 seats, power door, radio.

1986 (C) IVECO 315 – ALGARVE, 28 recliners, power door, radio/PA.

1985 (B) IVECO 60.10 – CAETANO BEJA, 18 seats, power doors.

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G (reg) FORD TRANSIT 9 SEAT GL LUXURY MINIBUS. Excellent low mileage example of this sought after model. Finished in diamond white. All GL refinements with power steering, quad stereo system, hi-back seats with lapbelts, side door, 5 speed box, rear wash/wipe and tailgate, fabulous saving on new with all low deposit leasing and financing schemes. P/X welcome. Superb for only..... **£9,995 NO VAT**
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■NEW VEHICLE

Neoplan Transliner is aimed at a wider market

NEOPLAN'S Transliner - seen for the first time at the Southampton Coach Rally - has been introduced to the UK at a saving of £30,000 on existing Neoplan models. It puts Neoplan build quality and innovation within reach of a wider market.

Built to right-hand drive at the request of Neoplan's sole UK dealers, Carlton PSV, the Transliner is described by Carlton's managing director, Roger Dixon, as the 'all singing, all dancing Neoplan.'

The price saving comes from lower build costs at Neoplan's new factory which was developed out of its former Berlin repair workshops. German government grants in the wake of re-unification gives the £125,000 Transliner a competitive edge over the equivalent 3.4 metre Jetliner.

Full production of the new coach has expanded over the past two years to 10 vehicles per week. Two right-hand drive demonstration coaches have been built, and Carlton has an option on three more.

With Mercedes-Benz OM 442 V8 engine and ZF S6-90 gearbox, the Transliner shares similar mechanical specification to the more expensive Jetliner. Although still available, the comparable Jetliner has not sold in the UK for three years.

The new coach differs from the Neoplan tradition in one major, yet distinctive way - it has flat side windows. Otherwise it offers a high specification. It is equipped with 47/51 reclining seats, curtains, toilet, drinks facility, fridge, Blaupunkt stereo system, double glazing, ABS and ferry lift.

Transliner: 'all singing, all dancing Neoplan.'

Mr Dixon said: 'Whilst sales of the evergreen Skyliner and ultra high-spec Cityliner models continue steadily, UK demand for the Jetliner range has gradually diminished over recent years.

'This is mainly due to high interest rates, and a fairly considerable price differential between the Jetliner and other more conventional volume-produced models available on the home market.

'Carlton PSV is able to offer the UK market a full-size well-equipped German luxury coach. It is every inch a Neoplan, and at a price which is certain to appeal to operators who had given up wondering whether they could ever afford one.'

● Mike Morgan will put the Transliner through an exclusive *Coachmart* road test immediately after the Southampton coach rally.

■BUYOUT

Tayside PT employees move closer to buyout

TAYSIDE Public Transport employees have successfully negotiated another step in their bid to buy the council-owned company.

Last week, Tayside Regional Council's roads and transport committee unanimously agreed to the sale following reports from its legal and financial advisors on negotiations with the professional representatives of the employees.

Company managing director, Sandy Strachan, said: 'The proposal has now gone to the Scottish Office for approval and if they agree to our bid, it will be discussed by the full council at its next meeting. We hope to know for sure by the end of the month.'

Tayside operates services in Dundee and coach hire and tours in the UK and Europe.

■TOURS

Parks gets Clansman Monarch tour work

PARKS of Hamilton has taken virtually all the tour work of Scottish Citylink's Clansman Monarch operation.

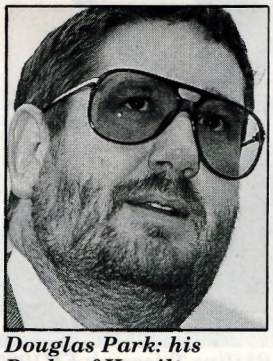
Scottish Bus Group companies, Lowland, Western and Eastern Scottish, were invited to tender for the contract - believed to be worth more than £500,000 - but Citylink managing director, Guido Crolla, said Parks offered better quality at the right price.

'Parks start the tour programme this week,' said Mr Crolla. 'The only other operator to have any Clansman work is on Arran.'

Mr Crolla said that, at peak, Parks would be providing 13 coaches, five of which would be new and the rest around a year old. This season they will run with vinyls, boards or in Parks livery but some of Parks' new delivery in 1992 will be in Clansman colours.

'The former SBG companies were offering only the existing, old vehicles, and the rates were higher than Parks,' he told *Coachmart*. Silver Coach Lines is also believed to have tendered for the work.

Mr Crolla said the tour programme was expected to net around 95 percent of last year's incoming passenger numbers despite early problems with the Gulf War, and that any deficit would be made up from the domestic tour market: 'We started substantially down but the gap is narrowing,' he explained.



Douglas Park: his Parks of Hamilton company starts tour programme this week.

Parks of Hamilton traffic manager, Simon Weaver, said it was his company's first tie-up with Citylink and one which it valued.

'We are very happy to have secured this contract,' said Mr Weaver. He scotched rumours that the contract was necessary because of falling incoming work for Parks. 'At the moment, it is using some spare capacity, but we will be adding more vehicles to the fleet to cope with our normal summer workings,' he said.

■COACH

New coach firm

FORMER Southdown area traffic assistant, Andrew Rankine, has set up with a bus driver partner as Craven Coaches of Skipton.

Two local bus routes, between Skipton and the villages of Lothersdale and Thorlby, are being sponsored to the tune of £50,000 by the Rural Development Commission - the cash given in part-payment for Craven's new Mercedes minicoaches *(see Fleet Update)*.

The routes will serve both residents and tourists.

■COACH

Operators warned over new speedlimiter legislation

OPERATORS with a coach first registered on or after April 1, 1974 must convince the vehicle examiner that it does not need a speedlimiter if the make and model appears on a Vehicle Inspectorate list of target vehicles.

From April 1 this year, vehicles can now fail the annual test if they are not fitted with a working speedlimiter. Operators in doubt about which vehicles must be fitted, are advised to get a copy of the list from their local testing station.

A VI spokesperson told *Coachmart* that only listed vehicles will be checked for speedlimiter fitment - others will be down to declaration by the operator.

Relevant vehicles are those having:

- More than 16 passenger seats;
- Maximum gross weight over 7,500 kg;
- A maximum speed capability of more than 70 mph.

There is little difficulty identifying seating and vehicle weight, but proving or disproving speed capability has presented some problems.

Owners of Leyland Leopards with 4.5 differentials have been forced to prove that 68 mph is the top speed and some DAFs supplied with low-ratio rear axle are assumed to match the speed capability of the standard coach.

To help both the operator and vehicle examiner, the Vehicle Inspectorate's leaflet (PSV Centre 2/91) lists coaches likely to exceed 70 mph. Based largely on manufacturers' information, the list is incomplete. No Ford coach, Gardner-engined Leylands or Bedfords with five-speed gearbox are listed, yet all DAFs, and that strange beast, the Dennis Loline, are assumed to need a speedlimiter.

When applying for a PSV test, new forms (VTP4, 4A and 4B dated 1991), which ask if a speedlimiter is fitted, must be used. If the answer is 'yes', then the limiter is checked. If the answer is 'no' and the vehicle is not on the hit list, then no further action is taken.

However, if the answer is 'no' and it is a target vehicle, then the test station will want a technical reason in writing.

A certificate from a tachograph centre has been accepted as well as letters from the manufacturer and operator. Whatever the reason, give the vehicle examiner a note or use the test station's special form.

Acceptable explanations include a driveline option or a change notified to the VI's PSV Centre at Swansea on form VTP5.

It is essential that the Swansea computer records for each individual vehicle are amended. In this way the target list will become redundant and operators will not face uncertainty when presenting a coach for test in future.

Contact: PSV Centre, 91/92 The Strand, Swansea SA1 2DH. Tel. 0792 458888.

■BUS

Cambus gets new bus radio link

CAMBUS has installed computer-controlled radios in its buses to help cope with traffic problems, emergencies and customer service.

The Philips system allows the company's headquarters to check the location and timing of buses at the touch of a button, summon emergency services and help prevent driver assaults.

'The radios allow us to give up-to-the-minute information to passengers,' said Cambus managing director, John Steel.

'They also let the drivers alert the control room operator to any local traffic problems,' he added.

An emergency button on the radio switches on the hands-off microphone so that the controller can hear the conversation.

Philips Telecom has also supplied Cambus' control room with a BCX radio system.

Philips Telecom's FM1000 radio: helping Cambus give up-to-the-minute information to bus passengers.

■DIRECTORY

Red Book is now on sale

THE latest edition of Ian Allan's Little Red Book- the bus and coach trade directory- is now available.

The passenger transport industry dictionary details a comprehensive list of companies, fleet sizes and types, trading names, ticketing systems and personnel. The 1991/92 edition has been edited by Scottish transport journalist, Gavin Booth.

Reflecting the Scottish Bus Group's privatisation programme - Mr Booth has been handling the public relations for this exercise - the SBG companies have been listed among other independent Scottish operators. Municipals have a separate listing.

Other listings include European operators, industry accessory suppliers, associations and societies. An index of British operators is provided.

The Little Red Book, priced at £16.95, is available from Ian Allan Ltd on 0932 228950.

■SALES

Sales error

LAST week's bus and coach sales story should have reported a 100 percent increase in sales of Scania full-size coaches for March 1991 compared to March last year. We apologise for the error.

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First Toyota Optimo joins Westbus fleet

AUSTRALIAN- owned Westbus (UK) has bought its first Toyota Optimo to complement its coach fleet at Hounslow.

The nearest in size to the 18-seater is a 49-seat coach - others in the 15-vehicle operation are air-conditioned luxury single and double-deck coaches.

The Optimo, acquired from Salvador Caetano (UK), is a fleet addition to take advantage of opportunities presented by Westbus' London agents.

Said operations manager, Phil Diamond: 'It's been a very successful venture. While used on in-bound tourist work in and around London it has provoked inquiries from the local private hire market.'

Mr Diamond told *Coachmart* that the London tourist market was picking-up.

He said: 'There is light at the end of the tunnel. We had a fairly good Easter, but from mid-April things are looking much better.'

He also pointed out that Westbus had an active coaching division at Ashford, Kent where 15 vehicles are stationed - mainly for Kent County Council tendered work.

Local service work is no stranger to the parent company in Sydney where 400 buses run on commercial routes.

In addition, Westbus Pty has a coaching operation which uses the same colour scheme as its UK cousin.

Chalkwell gets a Phoenix-bodied Mercedes-Benz

AFTER choosing carefully and looking at all the options, Chalkwell of Sittingbourne opted for a 33-seat Phoenix International-bodied Mercedes-Benz 814. Said managing director Clive Eglinton: 'It fits well into the fleet.'

Mr Eglinton found the 814 best in terms of performance compared with the 811. He was not impressed with the Leyland Swift despite its higher capacity and wondered whether it was worth an extra £100 tax for 37 seats.

'With the comfort pack, the ride comfort on the 814 is not too bad. It would benefit from air suspension, but that would push up the cost.'

Pheonix is new to the 24-vehicle fleet, but its roots lie in Robin Hood bodywork and Chalkwell has been pleased with a Transit and 25-seat Iveco from that manufacturer.

Chalkwell built up a fleet of small vehicles from 1969 when Mr Eglinton re-started the coaching activities begun by his father, Harry, as Island Coaches in 1931.

However, not all the coaches are small. There is a move towards full-size vehicles with Leyland Tiger and Ford 53-seaters and a pair of Cummins engined Bedford YMT service buses for Kent tendered service, which started 59 years to the day after Harry Eglinton ran a pirate London express service from the Isle of Sheppey.

The new route runs from Sheerness to Warden Point.

Goldline Travel gears up for 1991 holiday season

GOLDLINE Travel - the coaching arm of Reading Transport - has bought three secondhand coaches to meet anticipated demand for its new 1991 holiday tour and excursion programme.

The C, D and E reg Duple 425s have on-board drink facilities, wash room/toilet, and the large underfloor luggage space associated with integral construction and rear engine configuration. Said Hilary Dellar-Lane, Goldline's coaching manager: 'The arrival of the three coaches will meet the programme of planned expansion for Goldline.

Reading Transport intends a 60 percent growth in coach business with a target of 11,000 passengers this year. Managing director, Rod Wilson, expects the extra business to come from the growing retired population in the area *(Coachmart,* January 10, 1991).

The 425s join a 1990 Scania Van Hool in the Goldline red livery.

Below: Jeff Stoute, Reading Transport's fleet manager, with the three Duple 425s and a Scania Van Hool.

You've been buying...You've been buying...You've been buying...You've been buying...

Eddie picks Plaxton 3500 for quality work

IRISHMAN Eddie Walsh has taken a Plaxton 3500 with DAF SB3000 chassis to cope with the high demand for quality on the West coast of the Emerald Isle.

The Yanks may have deserted Ireland in their droves since the Gulf War, but Mr Walsh says other bookings are well up and the surge in trade will put more cash in local pockets.

'I like to look for local work first and take other work if asked,' he told *Coachmart*. 'Locals put work my way all year round, and they have responded to the quality of our fleet by paying a fair price.'

Walsh's 10-vehicle fleet includes two Mercedes minicoaches but the others are '85 to '91 coaches on Volvo and DAF. 'The DAFs are very popular with the fitters and have proved very reliable. They are good on fuel,' said Mr Walsh.

'Plaxton have always given us good after-sales service with fast delivery of spares.'

The new 53-seat coach has anti-lock braking but is otherwise standard, fitting in with Walsh's self-admitted 'middle-of-the-road' operation.

'Twins' join the Embling family

LATEST arrivals at J W Embling & Son of Guyhirn near Wisbech are near identical twins.

Both are based on Scania K113 chassis with Van Hool Alizee Super High bodywork to a high specification for Emblings' extensive tour programme using the company's European branding.

However, the livery on each vehicle is deliberately different to give them seperate identities.

The company's red and blue strips on white base is modified with the colours transposed so that one has two red stripes with one in blue, whereas the other has two blue and one red.

The vehicles have Scania 320 bhp DSC 11 engine, anti-lock brakes and Telma retarder.

The high specification Van Hool bodies have double glazing, sunken centre toilet, drivers bunk, Webasto heating, drinks machine, fridge and video equipment.

The Emblings fleet of 28 vehicles includes double-deck buses and Bova Futuras.

Replaced, and taken in part exchange by Stuart Johnson, are a pair of 1986 Van Hool 49-seat tour coaches - a Scania K112 and a DAF-engined Van Hool Acron.

Craven Coaches kicks off with Mercs

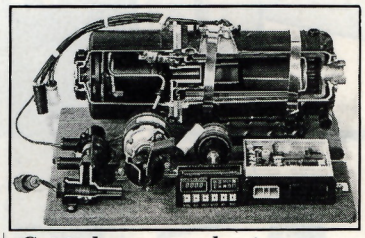
NEWLY-formed Craven Coaches has started out with two Mercedes 609D conversions from Made To Measure Minicoaches.

The vehicles have been paid for by Craven partners Andrew Rankine and Michael Pearson with £50,000 help from the Rural Development Commission. They have power doors, destination domes with roller signs, large dropwell boot and coach seating.

The 24-seaters have begun by serving two commercial bus routes in North Yorkshire, with more planned. Additionally, they will be used for private hire and for a small specialised tour programme being organised.

Craven Coaches: its Mercedes 609Ds were Made To Measure Minicoaches' conversions which soon went on commercial bus routes in North Yorkshire.

Translation is not that hot!



Get to know your heater: 'make engine idle for only cabine heating...'

CONGRATULATIONS to AVP Purmo Ltd for bringing light to the red-rimmed eyes of *Mealstop's* cynical hack.

Purmo is now importing a super little water heater from Korea, full of the eastern promise of self-diagnosis of faults, better efficiency and simple installation.

It will no doubt be a winner with coach operators who give driver comfort any priority.

The brochure is, however, somewhat quaint. The dissimilarity of the Korean and English languages becomes apparent under the heading 'Error Code Display': 'When SUPER HEATER does not operate normaly (sic) push the button. Timer display shows 14 kinds of error code that indicate trouble part. So this introduce how to make trouble shooting by each error code. This make easy after service and repair, saving cost.' Ah so.

'Recreation car and other vehicle such as truck or tractor which make long distance trip, make engine idle for only cabine (sic) heating for sleeping or rest... You do not need to pay motel charge.' Not that motels are known for taking in tractor drivers.

The water flow sensor will, according to the brochure, prevent any accident through 'introduction of foreign matter.' Perhaps the translator should have had one fitted to his typewriter.

● GROVELLING in the bottom of *Coachmart's* old files the other day looking for his sandwiches, a staff man unearthed an historic set of predictions.

They had more to do with horror stories than horoscopes, however. The document he found was the Labour Party's comments about impending deregulation made in 1984.

'...bus wars will break out on profitable routes,' warns Edinburgh MP Gavin Strang. 'Private cowboy operators will cream off passengers... The overall result will be reduced services and curtailment of routes.'

Gwynneth Dunwoody warned of increased traffic congestion as services deteriorate. All of this may have a ring of truth about it.

The Labour Party also warned that the bus manufacturing industry would find the going tough, bulk orders would dry up, operators would try to extend the useful life of vehicles - delaying orders - and foreign manufacturers would step in, with the benefit of good state-subsidised home markets, and clean up in Blighty.

No. It'll never happen...

● CRONINS managing director, Dermot Cronin, is clearly a man who knows the value of blarney.

Dermot - based in Cork - was engaged in an interview with one of *Coachmart's* scribes.

At the end of the conversation, the reporter decided to check Mr Cronin's job title. 'I'm managing director, but you can call me anything you like. As long as you don't call me too early or too late...' quipped the Irishman.

And does Dermot read *Coachmart?*: "Yes. We get it every week. But sometimes it comes twice a fortnight.'

A New Co

VERDE: NOT JUST ANOTHER BUS.

The Verde is not just another new city bus. It is Plaxton's new city bus – and is proof that buses can be both stylish and practical. The Verde will please your passengers, your engineers – and your accountant.

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Plaxton's engineers and stylists had a challenging brief: the Verde had to look good and be easy to repair. It is. The vulnerable corners and skirt panels can be removed and replaced in minutes, cutting repair time after an accident. The windows are gasket glazed, minimising replacement times.

STRUCTURAL STRENGTH AND LOW WEIGHT.

The Verde is built in aluminium, using familiar technology and giving maximum durability without a weight penalty. The structure benefits from Plaxton's £750,000 investment in computer-aided design and finite element analysis – which is in the hands of the best engineers and designers in the business.

ncept In Urban Transport

Verde

LOW WHOLE LIFE OPERATING COSTS.

The Verde has been designed to give low whole life costs. The strong basic structure, the thought given to speed of repair, Plaxton's ability to supply parts promptly and even the ease with which both the interior and exterior can be cleaned all have but one aim; reducing running costs.

PASSENGER FRIENDLY.

Your customers will love the Verde. A large destination display, wide entrance, shallow steps, unobstructed floor, deep windows and a bright interior combine to make the Verde pleasant to use. And it's the first full-size bus to be built around DPTAC requirements which brings benefits to all travellers.

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With Plaxton's experience in supporting it's market-leading coach range it will come as no surprise that the Verde is being launched with the best after-sales support in the business. Six Plaxton depots nationwide, will hold stocks of Verde parts. That comprehensive parts lists and service manuals accompany the Verde goes without saying.

ALL ROUND BENEFITS.

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Lee Johnson snaps-up title

The 31st Blackpool Coach Rally may not have attracted its usual support from the trade or operators, but as Mike Morgan discovered, the standard of entries was once again high.

BLACKPOOL'S coveted National Coach of 1991 was clinched at the second attempt by Lee Johnson of Johnson Bros, Worksop, with a 13-month-old Volvo B10M/Van Hool.

Peter Bibby fought-off stiff competition to win *Coachmart Driver of the Year*, and Gloria Botfield claimed her 11th Lady Driver crown.

Lee Johnson's victory breaks Setra's two-year hold on the *Coach of the Year* title, and returns the award to a standard touring coach.

However, this is no ordinary coach.

Hours of dedicated hard work have transformed this pride of the 22-vehicle Johnson fleet into the prize example of the special attention given to coaches by British operators.

Lee's detailed preparation has to be seen to be believed - engine, fuel filler and undersides of lockers are all painstakingly painted to match the blue and gold colours on the Van Hool coachwork.

Lee put last year's disappointment behind him.

Flushed with success, he told me that he hoped to go for the double at the Southampton rally. He said: 'A little bit of age helped to impress the judges. After twelve months it's as good as new.

'The only difference from last year is that the engine has been sprayed a darker blue.'

No-one-else gets to drive Lee's machine, which has done 40,000 miles on work as varied as Johnson's UK tours and Sheffield Wednesday football supporters club trips.

Extras, such as front mudflaps and gold painted wheelnuts, were added for the rally, but otherwise this is a working coach.

'It'll do anything and go anywhere,' added Lee.

Johnson Bros: broke Setra's two-year hold on the Blackpool Rally 'Coach of the Year' title.

Another family business, E J Bostock & Sons, was *Coach of the Year* runner-up - and *Wigan Observer Trophy* winner.

The two-day-old Plaxton-bodied Volvo was driven in his second rally by 20-year-old Mark Bostock.

Peter Bibby needed all his 17 years' rally experience to win another *Driver of the Year* accolade.

The growing crowd on Blackpool's Middle Walk enjoyed Peter's precision and speed in the final when he demonstrated the ideal temperament for competition driving.

Named, 'Dales Norseman', Peter's seven-year-old 11-metre Volvo has chrome plated front panel and ornate livery in the classic Bibby tradition, which was missing last year because of the pressure of work.

The secondhand coach has been fully refurbished during the past year.

Said Peter: 'The project is only just complete. We've retrimmed the seats and fitted double-glazed units.'

Peter's strongest threat came from one of his own drivers.

Brian Rucastle was runner-up driving a three-year-old DAF/Plaxton in his second rally after a 10-year gap.

Malcolm Stevenson was the booked driver, but Brian took over to give the Ingleton operator a straight one-two in the driving competition.

Support from operators and trade was down on previous years as the National Coach Rally felt the chill side-effects of the recession which has rocked the coach industry.

The number of new coach entries reflected the slump in new vehicle registrations.

Said Peter Bibby: 'The industry has let itself down.

'This year the rally has been superbly organised. Everything has gone according to plan and with glorious sunshine like this you couldn't ask for anything better.

'There's no problem with how to spend the time because we enjoy the weekend talking to our friends from the other coaches.'

Gloria Botfield's experience paid-off.

In addition to the Ladies' prize she claimed six other trophies for the year-old Bassett Coachways Duple 320/Dennis Javelin. Husband Arthur will need to build another shelf for their living-room.

As experienced rally entrants continued to make their mark on the competition, there is a growing challenge from youthful competitors like 18-year-old Darren Shaw from Shaw Hadwin of Silverdale.

Darren is following in the tyre treads of brother John, who threw caution to the wind in a gallant attempt to improve on last year's fourth position.

They tell me that the real star will hit the rally scene in 1997 when young Mark Shaw gets his wings - 'he's red hot.'

The 32nd National Coach Rally will be held on April 11 and 12, 1992.

'Driver of the Year': Peter Bibby celebrates.

Be on your guard for rogue operators...

From a Midlands operator

SIR

I would like to bring to attention the despicable tricks some tour operators perform when hiring our coaches for their work.

In September last year, a tour operator hired two coaches to go to Butlins at Ayr for eight days to include one full and two half day excursions. Cost £1300 per coach, details of pick-ups etc would be faxed nearer the date.

I received details 17.00 Thursday. Starting 03.00 Portsmouth with further pick-ups Waterlooville, Fareham, Southampton, Basingstoke, Newbury, Abingdon, Oxford, Birmingham, Lichfield, Nuneaton to Ayr.

The second coach 04.00 Llanelli, Swansea, Port Talbot, Pontypridd, Cardiff, Newport, Cwmbran, Sale, Manchester, Bolton, Blackburn, Preston, Morecambe, Barrow to Ayr.

The two drivers, that was all we had allocated, were given Friday off with proviso to travel Friday evening and take their eight hour break before the pick-ups.

This totally disrupted Friday and it was obvious the drivers would be under pressure to cover pick-ups and arrive at a reasonable time. Both drivers started pick-ups on time.

Passengers went spare when they saw the itinerary on arriving at Butlins. There was no accommodation for the drivers. Also many of the passengers were given wrong accommodation.

Furthermore, except Sunday, excursions were booked for every day. The tour operator complained that exec coaches were not supplied - these were not requested when booked nor did the hire price cover it.

Send your letters to:
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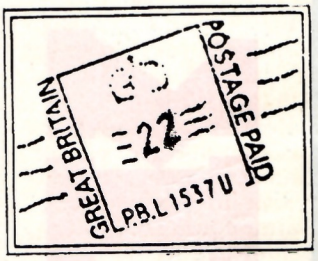
Peterborough, PE1 1DS,
or by fax: 0733 62656



The editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Due to the discord among the passengers, I agreed to exchange the coaches as there were handicapped passengers.

I also sent extra drivers to Ayr to execute the return. In conclusion, the tour operator still has not paid for the hire and one of the passengers reported the drivers for offences regarding hours for which we face prosecution.

I would advise all coach operators to be very wary of tour operators who hire and do not convey full details on hire.

We should have refused to operate and handed the responsibility back to the tour operator (but we considered the holiday makers). We now stand to make a considerable loss and have been called before the traffic commissioner for our pains.

A MIDLANDS OPERATOR

... they know all the tricks

From a Midlands owner/driver

SIR

As a coach operator we find tricks of other operators hard to believe. We take on tours and then find out the pick-ups change the day before.

I find it hard to believe that one day a tour can start in Birmingham and suddenly the day before 10 people (not one party) are to join at Manchester. As it happens, we managed to get another driver, but what if we could not? Would we risk picking up the people or back out of the job?

All I can advise to other coach operators is when you take on a job, be it for a tour operator or coach operator, fax or telex them your conditions or hire with a clause regarding pick ups and work on the tour, also stating price is from original pick up.

FROM A MIDLANDS OWNER/DRIVER

BCC campaigns on

From Liam Fitzpatrick

SIR

In your comment, *Coachmart*, March 27, you rightly applaud the Irish Tourist Board for introducing a star classification for coaches. You might be interested to know about the Bus & Coach Council's efforts to bring one into existence in the UK.

The international federation, the IRU (to which BCC belongs), has been trying to introduce its system, used elsewhere in Europe, for some years. However, for such a system to work properly it must be exclusive, with no alternatives.

In an attempt to avoid the sort of muddle that has arisen over hotel classifications with competing schemes, BCC has, together with the IRU, applied to register the IRU scheme with the Patent Office.

Sadly, the Patent Office sees difficulties in registering a service (as it would define the scheme) and some legal wrangling still has to take place before star rating can proceed.

BCC will continue to push the scheme forward and hopes to see it introduced in the not too distant future. Then, as your column rightly points out, operators will be in a better position to ensure a proper rate for a job.

LIAM FITZPATRICK
SENIOR PUBLIC AFFAIRS OFFICER
BCC
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More drivers should be put to the test

From John Watson

SIR

In response to the letter written by Ray Pearson, headlined legislation for compromise *(Coachmart,* April 4), I would like to explain how downhearted I felt at reading the new legislation covering driving a large coach on a private licence.

I am the director of the Glen Miller Orchestra - the most prestigious orchestra in the UK.

This entails having our own coach which, although licenced on a class V, is fastidiously maintained by Arlington of Enfield, a company in which I have the utmost faith.

We employ a Class 1 PSV driver at all times to take us to the various engagements and whilst I, myself, was brought up in a haulage company which my father owned and I am very conversant with heavy vehicles, I was acting as relief driver on a private licence up to last August when I decided to take a PSV test.

I spent £400 on a course under a PSV tutor with a test at the end of it and I nearly passed out never mind pass the test when I realised just how difficult the course was. Leighton Buzzard presents a formidable course.

But, I passed and got my 'badge.' It was only during the course that I realised how many faults I had even with my driving experience and then I discovered that the legislation had been amended and you can still drive a heavy coach on a car licence.

Surely this should be amended for all heavy vehicle drivers to take a test as I feel that I now have the confidence of 22 musicians at my back whenever I take a turn at the wheel.

JOHN WATSON
DIRECTOR
GLEN MILLER ORCHESTRA
BARNET

Nostalgia Corner

HELP! Michael Giles of Gamlingay near Sandy has a Dennis coach in need of repair. The vehicle was parked in a field some time ago and a tree took root in the middle of the wheelbase.

Mr Giles has a further problem - the 1922 three ton 30-seater has lost its charabanc body.

Although these difficulties are of some magnitude there are plans (long term?) to restore the coach.

Meanwhile, a history of the coach is being pieced together, but there are some gaps particularly with regard to the Taylor family which ran the Dennis from new.

Factory records confirm that C Taylor & Sons paid £180 in May 1922 for chassis 20,088 - one of 121 chassis built between September 16, 1920 and May 24, 1926.

Based at 35 Grant Road and 140 Church Street in Croydon, Taylor's specialised in removals and coaching. Charabanc excursions ran daily to seaside resorts and by 1939 a booking office was established in Croydon's High Street.

In 1947, the business was sold to Homeland Tours owned by Messrs Collett and Flynn and subsequently Homeland sold-out to Wallace Arnold.

However, mystery surrounds the whereabouts of the Taylor family after 1947.

Above: How the charabanc would have looked when new.
Right: The Dennis chassis as found on a farm where it had once been used as a chicken shed.

Eric Taylor (possibly one of the sons) signed on behalf of C Taylor & Sons when the business was sold.

His wife appears to be Elizabeth and children Edith, Mollie and Brian are listed on the electoral roll until 1958.

If any reader can help complete the jigsaw regarding the Dennis or its owners then let *Coachmart* know and we will pass on the information to Mr Giles.

***Write to Coachmart, EMAP Response, Wentworth House, Wentworth Street, Peterborough PE1* 1DS.**

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Industry needs less of the 'hit and miss' approach

THE level of over-legislation, which we are obliged to suffer is bad enough, but it really makes me want to meet at dawn with pistols when I come across examples of regulatory bodies applying unfair, meaningless, discriminatory, or excessive, controls or imposing dual standards.

Take, for example, the grossly excessive deployment of road humps by some highway authorities. On the Blackbird Leys estate in Oxford there is a bus route with 49 of these spring-breakers along its length. Nearby Kidlington has another 17. There must be other examples throughout the country of highway engineers whose brains are as scattered as their passenger-jolting road humps.

Some highway engineers' brains must be as scattered as their passenger-jolting road humps.

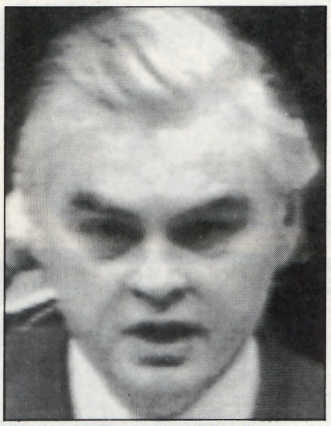
Some road planners have similar obsessions with mini-roundabouts and others with traffic lights. All good things in small doses - but when, as in my home county, there are many stretches of road with five sets of lights in 500 yards, things seem to have gone to far.

Legislation is now in hand for speedlimiter fitment to HGVs. As lorries cause more fatalities than coaches, I still seethe that we were lumbered first with these devices, and even more so, that there are no plans for limiter fitment to the greatest speeder and killer - the private car.

Worse still, as an example of dual standards, a car speedometer does not have to be calibrated to the accuracy of a tachograph. It only has to be within plus/minus 10 percent at 30 mph. Is it not high time this sloppy tolerance was tightened - if only to disabuse car drivers of incorrect ideas when they complain of coaches speeding past them on motorways - but their car is only doing 63 mph, not the legal lie of 70 which the speedometer shows?

Ignoring the fatuous part of the Chancellor's remarks about mobile phones in restaurants when he put a penal tax on this technological marvel, he also seriously suggested that the tax would make roads safer. There is as little evidence that using a car phone on which tax has been paid is safer than using an un-taxed one, as there were grounds to hold that speaking into a fixed microphone on a coach was dangerous. The dual standard inference that a car driver who can afford to tax a mobile phone can use it in safety to actually respond and react to the adrenalin coursing potential of a two way conversation, but that a coach driver is not to be trusted to make a placid, one way, transmission into a microphone, on pain of fine and loss of licence, is both insane and offensive.

Because Globe (Barnsley) intends to comply with the commissioner's condition which limits the age of its service vehicles to a maximum of 10 years (*Coachmart,* February 28, 1991), an appeal is unlikely. It is unfortunate that this potentially anti-competitive licence condition will not be challenged by a reference to the transport tribunal. Not only to test the propriety of the apparent dual standards



Norman Lamont: Marksman says he suggested tax would make roads safer.

which it imposes - for many larger operators run fleets with much higher ages - but also to test whether a commissioner does have such a power at all. For the Act gives discretion to impose a licence condition regarding vehicle types. It is, to say the least, questionable, whether this can be stretched to embrace age of vehicles. More than one commissioner appears to be weighing operators' standards in relation to factors which they have no right to bring into the reckoning: the organisation to which the operating firm belongs.

In one hearing a commissioner is reported as saying he '...expected all operators to stick to the rules, particularly large ones who were in the public eye and members of the Bus & Coach Council.'

With the greatest respect to the custodians of the safety of public transport, such remarks are unhelpful, irrelevant, seemingly discriminatory and, frankly, none of their business. The same standards must and so indeed apply to all operators, irrespective of size, status or organisations to which they subscribe.

One of the actioned proposals of the Palmer Review was to attempt to bring harmony to the application of commissioners' discretionary powers. How is it then that one commissioner can say, 'I must be notified of any change of maintenance, facilities, directors, or vehicles.'

A former West Midland traffic commissioner was admonished some years ago for using his discretion to make O-licence discs vehicle specific. Vehicle change notification is, in its effect, indistinguishable to vehicle specific discs. It is of dubious legality as a blanket requirement on all operators and is not generally imposed in other traffic areas.

I doubt that it is fairly applied to all O-licence holders in the area of that commissioner. For in that traffic area one of the largest dealers in the country is located. A list supplied to me

Marksman says there is little evidence that using a taxed car phone is safer than an un-taxed one.

by the DTp shows this dealer as holding an operator's licence. Is this licence holder required to notify the commissioner of all vehicle changes?

Finally, I am advised by a minibus manufacturer that certifying officers apply different standards in the Northern traffic area to those of the West Midlands with regard to standing passengers and the hand grabs to be provided for them.

The industry deserves better than the hit and miss approach currently applied by Government and regulatory bodies.

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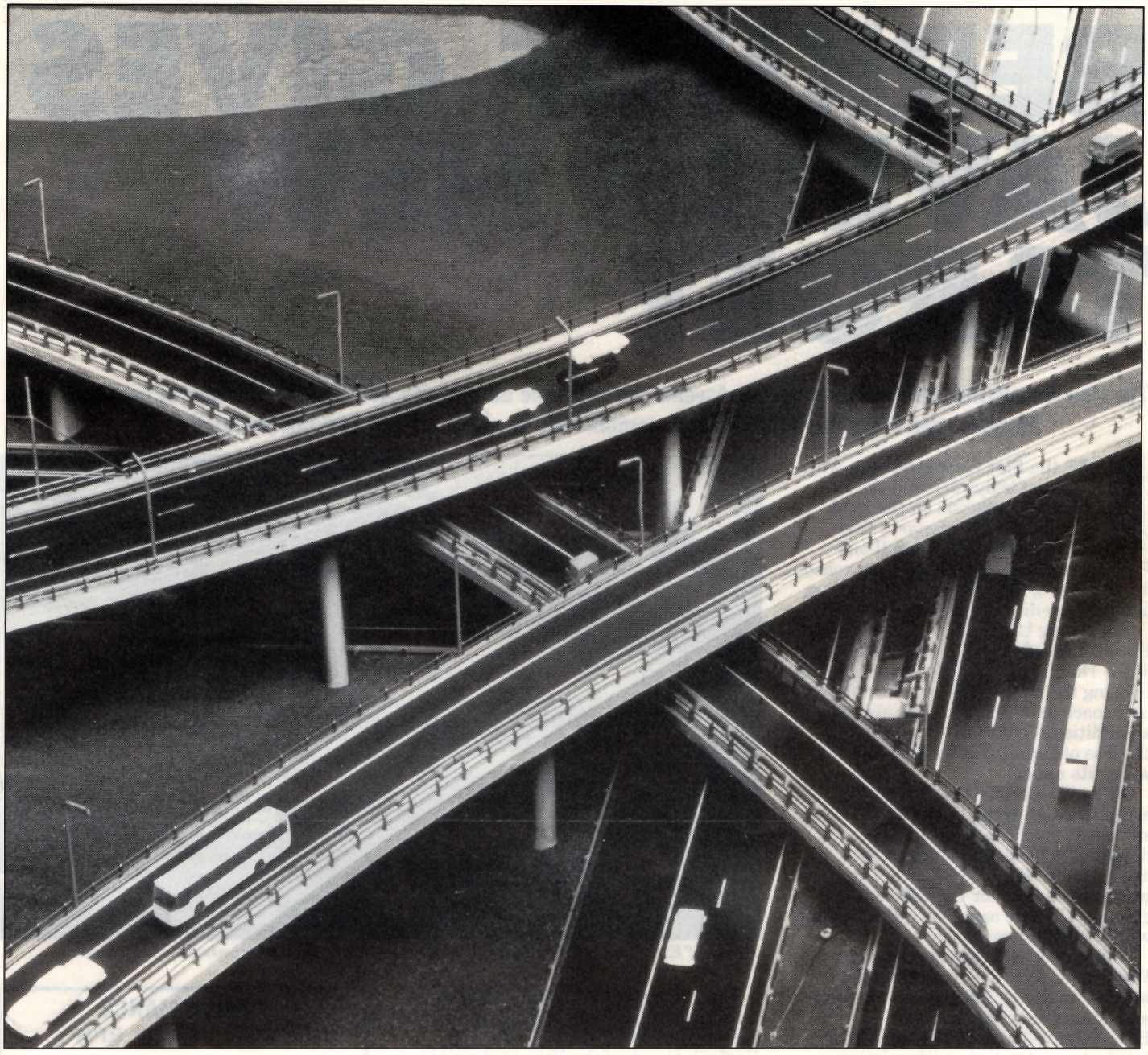

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BERKHOF GIVES JAVELIN NEW TARGET

The new Excellence 1000-bodied Dennis Javelin is a welcome addition to AVE Berkhof's range of coaches. Mike Morgan road tests the first with this combination to come off the Berkhof production line.

IT'S the first Dennis Javelin with Berkhof bodywork and the first 1991 spec chassis on the road. Add to this *Coachmart's* first opportunity to test a full-size Berkhof coach and you have good reason for subjecting the vehicle to the rigours of a full two-day *Coachmart* road test.

The strong UK market presence of the chassis manufacturer and the ambitions of the Dutch body builder have conspired to bring the two together to stimulate new coach sales in 1991. Dennis needed an additional outlet to compensate for the loss of Duple and Berkhof had to widen its appeal.

While the Dennis Javelin quickly established a market niche as the successful medium weight chassis designed to meet British operators needs, the re-launch of Berkhof on premium chassis for the 1990 season through UK sole agent AVE Berkhof met with a hesitant response.

Under new sales director, David Waterman, AVE Berkhof rekindled interest in the Dutch product on Volvo and Scania chassis. The new Berkhof/Javelin should broaden that interest - particularly with existing Javelin users looking to buy a new coach with quality bodywork to complement the Javelin's proven economy. Although not seeking volume sales, Mr Waterman sees a significant market for the coach.

The Javelin has not only proved capable of filling the gap left by the departure of Bedford and Ford, but also of much of the work expected of more expensive heavyweight alternatives.

Consequently, rather than go for a Duple 320 replacement with an emphasis on maximum seating in a standard height coach, Berkhof elected for high-floor configuration. This capitalises on the Javelin's impressive underfloor luggage capacity and makes the coach ideal for executive work.

Indeed the test coach, ordered by Ellisons of Ashton Keynes, had £7,500 worth of extras including: Telma, double-glazing, toilet, water boiler, stereo audio, and wiring for video. Without these extras the list price of the standard coach comes to £94,500.

Berkhof Excellence 1000: offering a high-floor option on Dennis Javelin chassis.

The success of this Berkhof bodied Javelin depends on operators linking the earning potential of a body having Kortrijk Coach of the Year credentials together with the inherent operating economy of the Javelin design.

Improvements for the 1991 season have refined both Berkhof bodywork and Javelin chassis. However, the changes incorporated are practical rather than fundamental. Neither product is significantly changed, but Dennis has taken the opportunity of slipping in a £4,500 price rise.

Drivers will immediately notice the welcome addition of an adjustable steering wheel, and - on the Berkhof at least - a much improved dash layout that places all instruments in a sensible line of sight. Inevitably, the other chassis changes are beneath the skin. A new compressor design should overcome overheating on older Javelins and an improved air dryer has been moved to the front of the chassis from the side of the engine for better efficiency.

Changes to the front axle have increased the gross vehicle weight by 500 kg, making the Javelin more suitable for

PERFORMANCE

Gear	Ratio	Speed	RPM
1	7.41.1	12 mph	2600 rpm
2	4.27:1	20 mph	2600 rpm
3	2.75:1	30 mph	2600 rpm
4	1.84:1	45 mph	2600 rpm
5	1.24:1	66 mph	2600 rpm
6	1.00:1	70 mph	2200 rpm
Rev	6.96:1		

RPM at speeds in top gear

30 mph	900 rpm
40 mph	1200 rpm
50 mph	1550 rpm
60 mph	1850 rpm
70 mph	2200 rpm

Acceleration

0-30 mph	14 secs
0-50 mph	30 secs
30-50 mph in top gear	20 secs
50-70 mph in top gear	29 secs

● *Lowest comfortable speed in top: 25 mph.*

high-floor bodywork - even with extras such as double-glazing the test coach had 5,530 kg carrying capacity. The option of going up to 17,000 kg has been resisted because that would require the extra cost and weight of higher rated tyres.

Build

The 1991 Berkhofs can be identified by the use of rubber wheelarch trim and improved interior window capping. Otherwise its the same successful formula that won Coach of the Year for Berkhof's Excellence 2000.

The 2000 with horizontal split windscreen and low-driver position is among the best looking coaches on the UK market. When built as standard with windowless back, it has a distinctive Berkhof look. The 1000 design lacks a strong distinguishing feature - particularly at the front. However, the 'Excellence' of the design lies in its esthetically pleasing clean and practical lines. There are refreshing examples of very thoughtful design - note the Velcro fastenings on the water boiler, WC underfloor inspection flaps, and the good wide emergency entrance with equal height steps.

Construction in the Valkenswaard factory uses conventional and respected techniques. A jig-built tubular steel frame receives electrostatic treatment and wax injection for maximum anti-corrosion protection.

Front and rear are GRP mouldings with seperate bumpers and sectionalised front panels. Side panels are stretched mild steel, whereas below waist level heavy gauge aluminium is used for opening panels and stainless steel used for the others - including the wheel arches. Stainless steel wheeltrims are standard.

All side windows are tinted, but the test vehicle's double glazing is optional. However, in the interests of preventing condensation and improved security, double glazed cab and door side windows are standard.

Unusually, a rear window is a no-cost body option - the only no-cost extra unless you include the transfer of batteries to the near-side locker.

Batteries re-located in near-side locker at request of customer - access to engine quite good.

Road test: revealed a quality vehicle.

Passenger impressions

A windowless rear is no loss to your passenger. Lets face it - if they are seated, who needs it anyway? The courier making coffee? From our experience on test the courier needs total concentration, not distractions.

This was the first *Coachmart* road test I've done with a cheerful supply of on-board coffee. The pity was that the courier/co-driver (David Waterman) lacked relevant experience and lost a fair proportion of the contents on the 12-metre walk down the 40 cm centre aisle. Spillage on the toilet top was easily mopped-up and the heavy duty lino would have presented no problem.

However, the most basic training should teach your aspiring drinks-seller to preserve the centre gangway carpet by waiting for a straight level stretch before venturing between the seats.

It was easy to keep a drink steady on the dash - not one drop was spilt, but more difficult the further down the coach you go. Nevertheless, the ride quality on the Javelin is very good. No passenger will question the chassis and they are spared excessive air-suspension bounce. It is a very absorbent ride well suited to UK touring work.

The lasting impression of the test coach was the absence of road or mechanical noise. Full soft trim and full-draw curtains play a part and the optional double-glazing adds further insulation. But, the recorded noise-levels set a standard for others to follow, and this allows attention to drift to other sources of irritation.

From the passenger viewpoint it is the flutter and howl from the skylights that lets the side down. ▶

SPECIFICATION

Chassis:	Dennis Javelin
Body:	Berkhof Excellence 1000 - 53 Vogel seats plus toilet
Price:	As tested - £103,000 Standard 1991 spec - £94,450 (chassis - £38,855)
Engine:	Cummins C series 6CTA
Power:	240 bhp @ 2400 rpm
Capacity:	8.27 litre
Gearbox:	ZF S6-80
Clutch:	Single plate - hydraulic operation
Retarder:	Telma operated through footbrake and column lever
Steering:	ZF hydraulic power assisted - adjustable for height and rake
Brakes:	Dual circuit air split front/rear Front: Drums - Rear: Drums Spring release parking brake
Drive axle:	Eaton single reduction
Front axle:	Kirkstall beam axle
Suspension:	Full air - two bellows system at the front with axle located by leaf springs. Four bellows system at the rear. Ferry lift
Speed limiter:	Econocruise
Tyres:	275/80R x 22.5

DIMENSIONS

Length:	12 metres
Width:	2.5 metres
Height:	3.47 metres
Unladen Weight:	11,270 kg
Gross Weight:	16,800 kg (increased by 500 kg for 1991)

◀ In the interests of meeting UK construction and use regulations Berkhof has substituted an inferior type of lift-up vent for its usual sliding roof-type.

Every other aspect of the interior is of good quality and in keeping with the high-liner image. Comfort is the key word. The Vogel Quadra seats have optional soft cushions fitted and firm adjustable backs offer adequate lumbar support.

Audio equipment consisted of an excellent 12-speaker Blaupunkt stereo system capable of supporting video/TV. An eight speaker mono system is standard spec.

From first acquaintance with the equal step entrance (why can't all coachbuilders achieve it?) to the end of their journey your passengers will be impressed.

Driving impressions

Keeping customers satisfied is essential, but if you subscribe to the school of thought that a contented driver is essential to achieving this aim, then the Javelin offers considerable appeal.

This consideration for your staff extends to the courier whose comfortable fixed seat is sensibly placed over flat entrance floor, which also allows easy access to the cab.

Aided by light and convenient controls, the Javelin is responsive and easy to drive. The gearchange is the best on the market and, with Excellence 1000 body, forward vision from the driver's Bremshey suspension seat is very good.

Berkhof has given the dash layout careful thought. The tacho and rev counter are where they should be, but the indicator lights are dim and the left hand warning lamp is concealed by the steering wheel because the instrument panel is slightly off-set to the left.

Moving the hand brake on to the dash has made it easier to use and given the driver an uncluttered shelf under the signalling window. Together with column mounted Telma control and Econocruise speedlimiter switch, the hand brake falls conveniently to hand. Even though the driver's seat lacks head rest and arm rests, these refinements are not missed. This is a very comfortable coach to drive and both crew should be encouraged to wear the comfortable inertia lap-belts.

If there are potential irritations then they will stem from the one-piece sun-blind. Electrical operation is a good thing, but its width manages to leave awkward unprotected strips down either side, while at the same time obsuring half of the nearside mirror when fully extended. Mind you, it would be a very small driver who required the full amount of sun protection.

The same mirror is only partially cleared by the lap-over windscreen wipers, so its positioning is something of a compromise. When open, the heavy black framing on the sliding window threatens vision through the offside mirror and the interior mirror is very high at the top of the screen - otherwise the mirrors are good and help the driver manoeuvre with confidence.

Any potential tight spots were easily negotiated with the help of the Javelin's very good turning circle. Equally, the match of gearbox and engine proved to be first class. However, there was noticeably greater need to change gear on the fully laden Caetano ▶

The Javelin: large underfloor luggage compartment is a feature.

COMPARISONS

Vehicle	Unladen weight	Consumption	*Coachmart* Issue
LAG Panoramic	11,900 kg	9.08 mpg	March 1, 1990
Neoplan Skyliner	15,120 kg	8.38 mpg	March 29, 1990
Leopard/Willowbrook	9,880 kg	10.88 mpg	April 12, 1990
Ensign Charisma	12,075 kg	11.6 mpg	April 26, 1990
Scania K113/Plaxton	11,645 kg	9.84 mpg	May 10, 1990
Javelin/Caetano-loaded	10,716 kg	11.2 mpg	June 7, 1990
DSB Dubrava	11,690 kg	10 mpg	June 28, 1990
Neoplan Cityliner	14,390 kg	10 mpg	July 5, 1990
DAF MB200/Duple Laser*	10,615 kg	11.82 mpg	August 2, 1990
DAF SB3000/Caetano	12,420 kg	11 mpg	August 30, 1990
EOS	12,340 kg	10.87 mpg	September 13, 1990
Royal Tiger Doyen*	11,673 kg	10.4 mpg	October 25, 1990
Plaxton/Duple 321	11,820 kg	10.57 mpg	January 10, 1991
DAF MB230/Caetano	12,840 kg	10.12 mpg	March 7, 1991
Javelin/Berkhof	11,270 kg	11.04 mpg	

**** Secondhand vehicle***

FUEL ECONOMY

Section	Fuel Used	Distance	MPG	Av Speed
Trunk route	47.3 litres (10.4 galls)	207 km (128.6 miles)	12.4 mpg	44 mph
Cross-country	66.55 litres (14.64 galls)	236 km (146.7 miles)	10 mpg	39 mph
Motorway	55.23 litres (12.15 galls)	218 km (135.46 miles)	11.2 mpg	65 mph
Totals	169 litres (37.19 galls)	661 km (410.76 miles)	11.04 mpg	

Fuel tank capacity: 80 gallons (maximum range 883.2 miles)

ROUTE: Aldershot-A33-M4-A34-Oxford-Banbury-Daventry-M1-(refuel)-Leicester-A47-Rockingham-Corby-Peterborough-A6121-A1-B676-Melton Mowbray-A6006-Kegworth-M1-(re-fuel)-M69-M6-M42-M5-M4.

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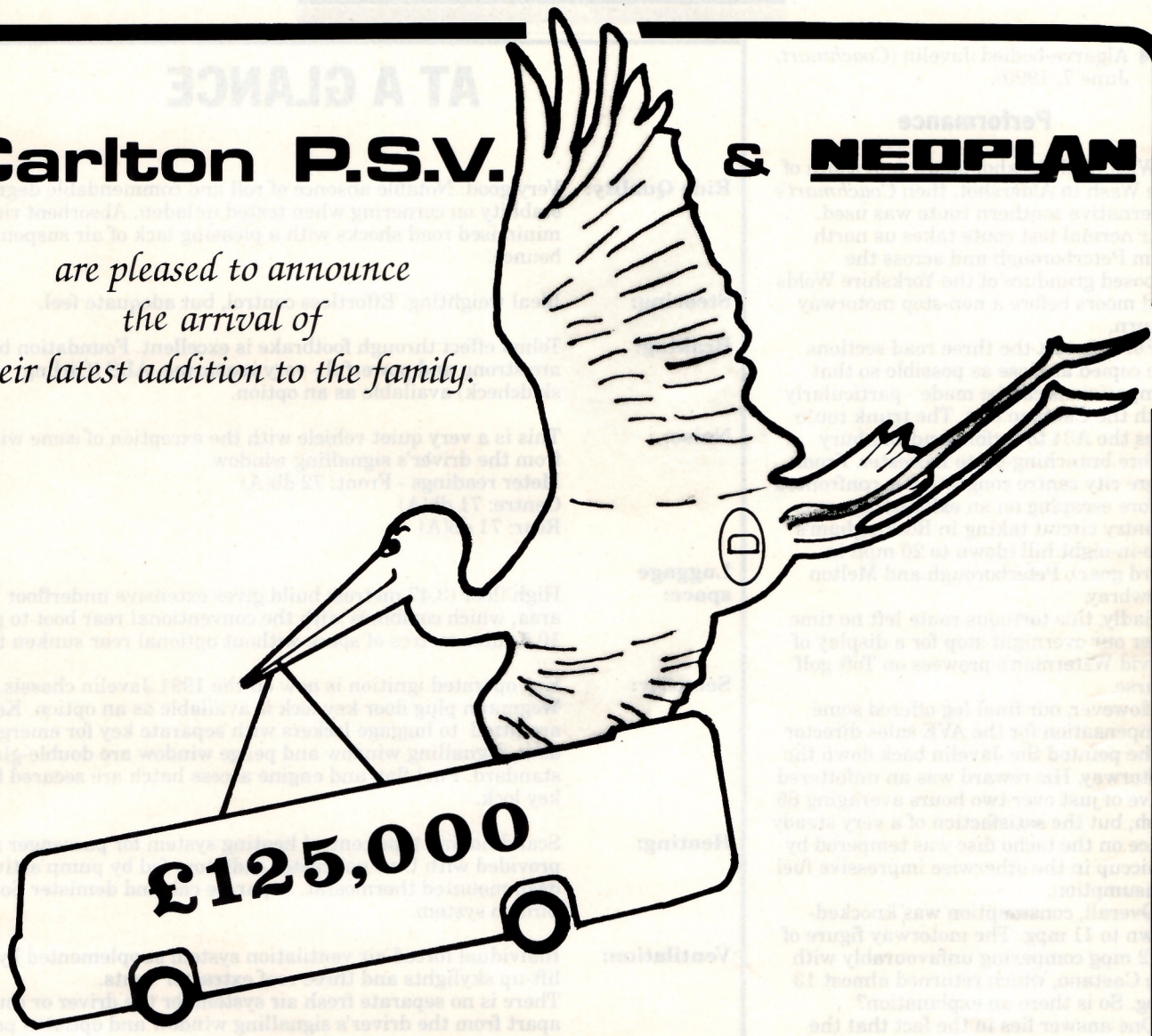

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◀ Algarve-bodied Javelin *(Coachmart,* June 7, 1990).

Performance

With AVE Berkhof based well south of the Wash in Aldershot, then *Coachmart's* alternative southern route was used. Our normal test route takes us north from Peterborough and across the exposed grandure of the Yorkshire Wolds and moors before a non-stop motorway return.

For this test the three road sections are copied as close as possible so that comparisions can be made - particularly with the Caetano test. The trunk route uses the A34 to Oxford and Banbury before branching-off to Leicester. From there city centre congestion is confronted before escaping on an exhausting cross-country circuit taking in Rockingham's one-in-eight hill (down to 20 mph in third gear), Peterborough and Melton Mowbray.

Sadly, this tortuous route left no time after our overnight stop for a display of David Waterman's prowess on Toft golf course.

However, our final leg offered some compensation for the AVE sales director as he pointed the Javelin back down the motorway. His reward was an unfettered drive of just over two hours averaging 65 mph, but the satisfaction of a very steady trace on the tacho disc was tempered by a hiccup in the otherwise impressive fuel consumption.

Overall, consumption was knocked-down to 11 mpg. The motorway figure of 11.2 mpg comparing unfavourably with the Caetano, which returned almost 13 mpg. So is there an explanation?

One answer lies in the fact that the coach was fresh off the boat with less than 2,000 km on the clock at the end of the test.

Quite simply, the engine was not run-in. Add the Excellence 1000's high frontal area and the engine running above its 1,500-1,900 rpm optimum and you can see where the economy was lost.

Verdict

Buyers searching for a new coach are tempted to buy on price as long as dealers are pressured into offering bargains. While production lines grind to a halt, manufacturers lack the incentive to invest. However, the wise suppliers look to the future.

When the men from Guildford met the Dutchmen, they agreed - 3.47 metres.

The seed had been sown for an economy highliner. There's enough power from the 240 bhp engine for adequate performance in British conditions. What's more, it will take a fair share of continental work in its stride. At the time of depressed new coach sales it comes as a breath of fresh-air.

With Berkhof it is quality (except perhaps the sky lights) that comes first, and there lies the secret of its appeal.

Those operators who indentify with the good sense of that approach will find the Berkhof/Javelin is the coach for them.

AT A GLANCE

Ride Quality: Very good. Notable absence of roll and commendable degree of stability on cornering when tested unladen. Absorbent ride minimised road shocks with a pleasing lack of air suspension bounce.

Steering: Ideal weighting. Effortless control, but adequate feel.

Braking: Telma effect through footbrake is excellent. Foundation brakes are strong and powerful - very reasuring. ABS (Girling skidcheck) available as an option.

Noise: This is a very quiet vehicle with the exception of some wind noise from the driver's signalling window..
Meter readings - Front: 72 db(A)
Centre: 71 db(A)
Rear: 71 db(A)

Luggage space: High floor (3.47 metres) build gives extensive underfloor luggage area, which combines with the conventional rear boot to give 10.5 cubic metres of space without optional rear sunken toilet.

Security: Key operated ignition is new on the 1991 Javelin chassis. Wegmann plug door key lock is available as an option. Key locks are fitted to luggage lockers with separate key for emergency door. Signalling window and peage window are double-glazed as standard. Fuel flap and engine access hatch are secured by a T key lock.

Heating: Scandinavian type central heating system for passenger saloon provided with Uwe perimeter radiators fed by pump activated by dash mounted thermostat. Separate cab and demister Sonna Sirocco system.

Ventilation: Individual forced air ventilation system supplemented by two lift-up skylights and three roof extractor vents.
There is no separate fresh air system for the driver or courier apart from the driver's signalling window and optional peage window.

Lighting: Individual reading lights. Blue night lights and main interior lights are incorporated in roof rack supports.
HE halogen headlamps and separate fog lamps are standard.
Multiple marker lights include five on the rear end.
Illuminated luggage compartments.

Handrails and guards: Convenient single square-section soft-grip hand grips provided in both entrances.

WHAT THE OPERATOR SAYS

THE test coach has been bought by Ellisons of Ashton Keynes, Wiltshire.

Proprietor, Alan Ellison, told *Coachmart* that he loves his Dennis Javelins.

He runs three Duple-bodied Javelins and the test coach will add a fourth to the 16-vehicle fleet used on mixed work, including tours to Germany, France and within the UK.

Ellisons' change to Berkhof comes as something as a break from tradition.

Said Mr Ellison: 'I've always had Duple and it's difficult to change. If a driver comes in with a problem we can always sort it out.'

Cummins-engined Duple 425s return 14 mpg and Cummins B series Bedford conversions return even more.

However, the standard for Duple-bodied Javelins is an average of 14.5 mpg, but these figures are only achieved after six months' running in.'

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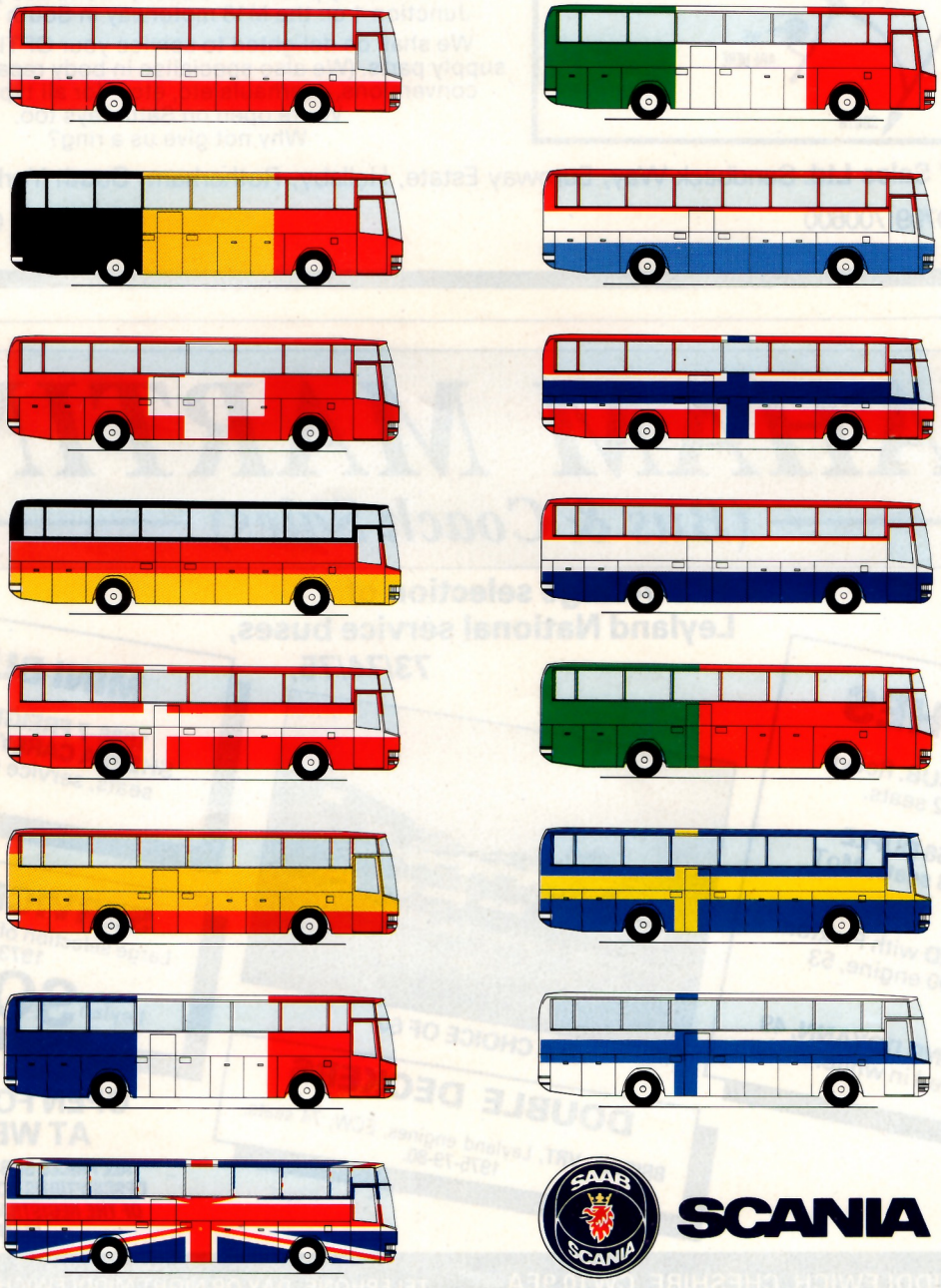

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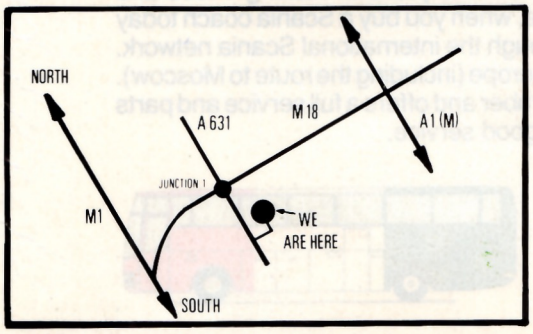

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Weekly report on law and the coach operator by Michael Jewell

LEGAL NEWS

● **DETAILS about air pollution caused by vehicle exhausts is covered in the first of a new series of State of the Art reviews published by HMSO for the Transport and Road Research Laboratory.**

The 167-page volume, entitled *Air pollution from Road Vehicles*, identifies and describes exhaust gas pollutants and their measurement.

Legislation to control the problem is also examined, as are environmental concerns such as effects on health and the greenhouse effect.

The book explains how engine design affects exhaust emissions and current research on cleaner engines.

It also discusses ways of reducing exhaust emissions both in the short term and in the future.

Written by Len Watkins, it costs £17.50.

● THE corporate division of business transfer agent, Everett Masson & Furby, has published a checklist for directors and shareholders considering the sale of a private limited company.

It covers the key issues business owners should address before placing their company on the market.

They range from valuation through to completion of the sale.

The aim is to ensure that the vendor is properly equipped to make the sale as smooth as possible by eliminating and minimising barriers.

Copies of the checklist are available free on request to Everett Masson & Furby's group head office at 18 Walsworth Road, Hitchin, Hertfordshire (Tel: 0462 422499).

● **THE rate of interest charged on tax paid late and paid in respect of tax overpaid has gone down from 12.25 percent to 11.5 percent.**

The official rate of interest has also decreased from 15.5 percent to 14.5 percent, in line with recent changes in market rates.

Further details available from the Inland Revenue.

Thomas Gordon gets suspended jail sentence and near £20,000-fine

THOMAS Gordon, proprietor of Cumbrian coach operator, Gordon's of Kirkbride, was given a nine months prison sentence, suspended for two years, and ordered to pay fines and costs totalling £19,800, after admitting falsifying tachograph charts.

Gordon, of Carleton, Kirkbride, pleaded guilty at Carlisle Crown Court to 36 counts of aiding and abetting drivers to make false entries on tachograph charts and three counts of making false declarations in applications for vehicle excise licences.

For the prosecution, Mark Laprell said Mr Gordon was the prime mover in the business, which was established in 1912. The purpose of the tachograph and drivers' hours legislation was primarily road safety.

A tired driver was a bad driver. In addition, those who operated outside the law could compete unfairly with those who operated inside it.

This case was a classic example of Mr Gordon taking a commercial advantage over his competitors by operating with one driver short. The firm's main contract was with Travelsphere Ltd, and the majority of journeys were to Austria and back on a weekly basis. The average round trip was 30 hours and one legal way of undertaking it was for one driver to take the coach down to the South Coast, where two fresh drivers would take it over.

Mr Gordon's system was designed to suggest that three drivers were on every journey, when in fact two drivers would start in the North West and drive straight through. Both the tachograph charts and passenger logs were falsified to show a third driver who did not exist. The false tachograph charts were either in the name of Mr Gordon, or his brother, or were left blank for Mr Gordon to fill in at his convenience.

From September to October 1989 the firm made 13 trips to Austria and three to Germany for Travelsphere. On each trip tachographs were falsified to show a third driver.

Thomas Gordon: admitted 39 offences.

The drivers had admitted they had suffered from tiredness, said Mr Laprell. The hours limits were exceeded by between a half and two thirds on a regular basis. The average driving time, never mind duty time, was around 15 hours.

The drivers had said they had done it either as there had been an implicit threat or they knew that they would be risking their jobs if they did not do so. Either way, there was economic pressure on the drivers.

Mr Gordon had been evasive when tachograph charts were requested by the police and a complete set of charts was never recovered. He had said that if he had known the police were coming he would have had a bonfire.

When interviewed, he had claimed that it was all the fault of the drivers. They should have set off the night before and got a certain distance down the road.

Assistant recorder, Robert Platts, said Mr Gordon must have known that was not the case as the coaches would still be there.

Mr Laprell said the Travelsphere contract stipulated that coaches not more than four years old be used, and they relied on the registration number of the coach to see that that was complied with.

On three occasions when Mr Gordon acquired a new coach he had got the local vehicle licensing office to allocate a registration number to it. He then ran the coach for a period of months, in one case from January to August covering some 51,000 kilometres, before asking for a further number allocation in the first week in August and changing the registration plate.

That had three consequences:

- The coach was made to look a year younger as it had a different prefix letter, affecting its resale value;
- There was a saving in vehicle excise duty;
- It got round the Travelsphere contract condition.

When interviewed, Mr Gordon claimed he had simply forgotten to register the coaches when he first got them.

Defending, William Waldron, said the offences had arisen against a background of expensive coaches, a massive overdraft, increasing interest payments, the danger to the business as Mr Gordon saw it, and his attempts to keep the firm going.

The company had been paid £1,725 for each job. The minimum costs were £440 for the drivers, £525 for fuel and £200 for tolls. That left a gross profit of around £600, out of which the ▶

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Weekly report on law and the coach operator by Michael Jewell

◀ business overheads had to come.

With that kind of operation, the coach operator could be forced to operate at the lowest price.

Judge Platts said that was business in any sphere, but businessmen were not supposed to go over the line into illegality.

Mr Waldron said Mr Gordon was not running a limited company, which went bankrupt one week and opened up in another guise the next. He was running a well respected family business, with well maintained coaches and a good safety record.

After Mr Gordon's father retired in 1988 due to ill health, he took on all the various responsibilities.

It was not a question of Mr Gordon trying to make a quick buck. He was under considerable pressure. He thought the business could be in jeopardy and he had been doing his best to stay in business, albeit illegally.

There was an element of the drivers feathering their own nests and there was no evidence to suggest that Mr Gordon ever physically threatened the drivers.

Judge Platts said he accepted the drivers were not physically threatened, but it was a condition of their employment that the journeys would be done with only two drivers.

Mr Waldron said Mr Gordon had overstretched himself. The assets of the business were £285,000, of which £277,000 were fixed assets and £7,500 outstanding debts. The equity in the business was about £137,000.

Sentencing Mr Gordon, fining him £18,300 and ordering him to pay prosecution costs of £1,500, Judge Platts said he had avoided an immediate prison sentence by the 'skin of his teeth'.

The tachograph regulations were extremely important and were there to protect the public. Everybody had read

Judge Platts said Gordon avoided prison by the 'skin of his teeth.'

the horrific details of coach crashes on the motorways and continental roads, about bereaved families and terrible accidents, because at times drivers exceeded the hours limits and lost concentration and even fell asleep at the wheel. That made these serious offences.

There was no excuse for saying that because of financial difficulties, or because of being pushed into a corner by the main contractor, a system was to be operated which effectively got round the tachograph regulations.

He accepted the coaches had been maintained and operated to a high standard. However, road safety had been jeopardised, and that was aggravated because people were being carried. Gordon's drivers knew full well they were breaking the law every time they set off on the journeys concerned.

If they had protested, Mr Gordon would have found someone else to do it as it appeared that he was not in a position to finance a third driver.

Ordering Mr Gordon to pay the fines and costs at the rate of £350 per week, with 12 months imprisonment in default, Judge Platts said he hoped it would be a lesson to other operators in the PSV trade.

The message had to go out that if they committed offences such as these they would be brought to book.

● THE six Gordons' drivers involved in falsifying charts were ordered to pay fines and costs totalling £770 by Wigton magistrates.

The magistrates were told that a number of drivers knew what they were doing was wrong and was putting lives at risk, but they had understood that if they did not use false charts they would lose their jobs.

John Hawkes, for driver Prosper Paris, said Mr Paris had been very unhappy about the situation and he had left the company in October, going on to a considerably poorer standard of living. On more than one occasion, Mr Paris had asked for an extra driver and had been flatly turned down. The drivers would turn up to drive a coach and be left with the situation that if they said 'no' all the people going on holiday would be let down.

The drivers were: Mathew Bell, of 130 Dacre Road, Brampton, fined £100 on five offences; Keith Dalzell, of The Bush Inn, Kirkbride, fined £50 on one offence; Vincent Lamont, of 43 Fell View, Station Hill, Wigton, fined £150 on 11 offences; Mr Paris, of 6 The Lees, Kirkbride, fined £100 on five offences; Robert Robinson, of 4 Birch Hill Lane, Kirkbride, fined £100 on five offences; and Robert Yates, of 50 Thirlmore, Blackfell, Washington, fined £90 on three offences.

The six men were all also ordered to pay £30 each towards prosecution costs.

Commissioner issues strong warning

WESTERN traffic commissioner, Major General John Carpenter, has given Cornish operator, Darley Ford, a strong warning over its maintenance standards and convictions affecting its repute.

He said he may have been inclined to restrict the duration of the company's O-licence were it not for it being due for renewal in July. But, the renewal will require a full fleet inspection which will be considered by his successor after his retirement, Air Vice Marshal Ron Ashford.

On convictions, he said Darley Ford would have to tread extremely carefully. Better supervision of drivers was the key, for if the company loses its repute the commissioner would have no option other than to revoke its O-licence. If drivers were not good enough they should be dismissed.

Darley Ford was fined in 1987 at St Austell Magistrates Court for unauthorised use of a PSV. Recent convictions have included a £200 fine for an excessive axle load at Dover.

Operator, Garfield Deeble, claimed it was due to passengers moving to the upper saloon of a double-decker coach to view an accident on the A2. Counsel for Darley Ford, transport law consultant Colin Ward, had argued both company convictions and maintenance problems had been errors of ommission rather than of deliberate policy.

Inspections in January and February by examiner, Fred Barnes, arising from

Garfield Deeble: told his company would have to tread carefully.

complaints from the public, had resulted in 10 prohibitions, including two immediate, and one defect notice. A later inspection found 38 defects which included eight immediate prohibitions.

Mr Barnes said the premises were adequate, but poorly lit, and recommended inspections were tightened up. He said the Lunn Tour vehicles were adequate, but the main problems arose from buses in a fleet of 20 vehicles. Mr Ward, in his cross-examination, used his experience as an engineer to establish the vehicles were not in a condition likely to endanger public safety.

The commissioner said the condition of vehicles was not as good as he would have liked. The basic system of maintenance should have taken care of problems. Managers should tell drivers that inadequate reporting of defects may lead to revocation and lose them their jobs. ▶

Weekly report on law and the coach operator by Michael Jewell

Pride of the Road in licence fight

THE recent public inquiry held to consider an application by Pride of the Road to renew its O-licence heard a dramatic series of allegations about the Yorkshire company's operations.

If proven, the allegations, made by former operations manager, Kevin Townend, would seriously undermine the good repute of Pride of the Road and lead to the revocation of its O-licence.

Mr Townend alleged the company:

- Wrongfully claimed fuel duty rebate;
- Sold untaxed diesel to other operators;
- Failed to keep records of drivers' hours;
- Switched vehicle registration plates, tax discs and O-licence discs to gain MoT certificates;
- Conspired to put a rival coach company out of business;
- Willfully ignored vehicle prohibition notices;
- Ran un-registered bus services;
- Defrauded the Inland Revenue.

Cross-examining, the commissioner found a lack of readily available concrete evidence to support many of Mr Townend's allegations. But although he has laid these aside, the adjournment means such evidence may be available at the next hearing.

Charges relating to the Inland Revenue depended on a P45 issued to his wife, who allegedly did not work for the company at the time he was sacked. Evidence was available on the running of unregistered services as the West Yorkshire PTE had issued a warning letter to the company on the matter last May. But matters on fuel duty rebate relied on documents held by the Customs and Excise and passed on to the DTp in London.

Evidence was not available for alleged breaches of drivers' hours regulations because Mr Townend had lodged 150 tachograph discs with the South Yorkshire Police, and therefore his claim could not be substantiated.

Mr Townend claimed Pride of the Road had not disclosed it had received a conviction at Huddersfield Magistrates Court because it wanted to increase its O-licence by four discs to pre-empt any disciplinary reduction because of maintenance troubles.

Other incidents had not been reported to the traffic commissioner, including a Volvo coach destroyed by a fire allegedly caused by a patch welded on to a blowing exhaust - and a coach, carrying Bradford football supporters, losing a wheel on an M62 slip road.

A conspiracy to put another firm out of business was allegedly under investigation by the West Yorkshire Fraud Squad, and Mr Townend was being interviewed by the Police regarding evidence given by the company liquidator. Mr Whalley said such allegations were difficult to substantiate, but any information which arose during the Fraud Squad's investigation would have a bearing in the future.

Mr Townend also claimed vehicle prohibitions were ignored by company directors but tachographs were currently with the Police.

Earlier, the court heard evidence from South Yorkshire PTE service co-ordination manager, Bob Telfer, who went through various sightings by enthusiasts of vehicles allegedly bearing incorrect discs and licence plates. Vehicles were seen at various times and places by enthusiast Kevin Green, who was present in the court, and others.

The case continues.

GT Davies in trouble

GT Davies Executive Coaches of Par in Cornwall has received a strong warning from the Western traffic commissioner over convictions which could lead to a revocation of its licence.

The company was only formed in 1988, and was 'as green as apples, said Mr Davies. But, the commissioner said if it was not sure about a point it should ring for advice. If it was found out, the law would take its course. He said the convictions resulted from errors of ommission rather than evasion.

The company was fined £40 for running a minicoach on a contract before receiving its operating disc. The Mazda coach was also found to be without a certificate of initial fitness.

Another offence involved being unable to produce a tachograph disc, which was later found to prove Mr Davies had been driving within legal hours.

The latest offence involved carrying a private hire without a tachograph. The trip involved 96 school children, too many for a coach, and a double-deck bus was used on contract for Westwood Motors. It has now been fitted with one.

Mr Davies said all his fleet was under maintenance contracts and he had never received a vehicle prohibition nor failed on MoT.

He was warned if the transgressions happened again and he was involved in an accident it would put him in trouble.

Licence is surrendered

SURREY-based Delro Coaches Ltd surrendered its PSV O-licence, consequent upon the grant of a new two-year international licence to its nominated transport manager James Roarty, trading as Southwood Travel, at an Eastbourne public inquiry.

The company, of Linsford Farem, Mytchett, held an international licence authorising the operation of seven vehicles, and South Eastern traffic commissioner, Brigadier Michael Turner, had indicated that he proposed taking disciplinary action against its licence.

The application was for a centre at Farnborough FC.

NEWS EXTRA

● WESTERN traffic commissioner, Major General John Carpenter, has revoked the four-vehicle PSV O-licence held by Exeter-based, Carnalls Coaches.

The company had been called to an Exeter disciplinary hearing because of its maintenance record.

In revoking the company's licence, Major General Carpenter took account of the fact that it had been warned about the maintenance of its vehicles at a public inquiry in March 1990.

● THE four-vehicle licence held by P A Donald, trading as Solent Travel of Portsmouth, was renewed until the end of January, 1993 by South Eastern traffic commissioner, Brigadier Michael Turner, at an Eastbourne public inquiry.

At the same time, the commissioner curtailed the duration of the six-vehicle licence held by the associated Solent Beeline Travel Ltd, to expire at the same time.

● THE two-vehicle licence held by Basildon- based Raymond Fleming, trading as Teamstar Coaches, has been revoked by Eastern traffic commissioner, Brigadier Compton Boyd.

The commissioner also disqualified Mr Fleming from holding or obtaining a PSV O-licence for a period of five years.

● THOMAS Colclough - trading as Tommy's of Durley, Hampshire -was granted a new one-vehicle international licence for a period of two years when he appeared before South Eastern traffic commissioner, Brigadier Michael Turner, at a Southampton public inquiry.

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New attraction to open in London

A new attraction - Spencer House in London - is to open next month.

Spencer House in St James's, the superbly-restored former London residence of the Spencer family, and the finest 18th century town house still remaining in the capital, opens to the public on May 12.

Restoration work on the house has taken five years, and nine public restored state rooms are on display, containing a distinguished collection of paintings and furniture, including the Royal Collection.

The state rooms were among the first neo-classical interiors to be designed in Europe, and the famous 'Painted Room' is said to be one of the best examples of English architecture.

The neo-classical furniture, originally designed for this room by James 'Athenian' Stuart, has been loaned by the Victoria & Albert Museum, with the co-operation of English Heritage.

Spencer House offers some of the finest examples of antique and English modern craftsmanship.

Lady Spencer's Boudoir contains two Adam-style giltwood girandoles. In the Dining Room are two original 18th century giltwood tables, designed for the room by John Vardy.

Throughout its 250-year history the house has been the setting for many magnificent entertainments with the house becoming a central point in the 18th and 19th centuries for fashion and political activity.

All visitors to the House are given a guided tour, and an accompanying guide book is available at £4.

Open: Every Sunday throughout the year, except for August and January, 11.30am-5.30pm.

Group prices: Price and details of advance bookings for private groups is available on 071-499 8620.

More details from: Caroline Johnson, Cadogan Management Ltd, 27 Albermarle Street, Mayfair, London W1X 3FA. Tel: 071-495 5040.

Massive new shopping centre set to open in Kent ...

A massive new shopping centre, featuring more than 100 shops, is to open in October.

The Glades shopping centre in Bromley, Kent, will have one of the largest Marks & Spencers stores in the country, as well as other top retailers like Debenham's and Littlewoods.

And a separate leisure centre, with fun pool and wave machine, water flume, sports hall, squash courts, keep-fit facilities and bar and cafe, is being developed alongside the shopping centre for the London Borough of Bromley.

The shopping centre features a 330-seat Food Court, offering a wide range of quality foods, together with two mall cafes and two restaurants; special facilities including a mother and baby room, children's area and special facilities for the disabled.

There is a coach set down and pick-up point at a special covered shelter in Elmfield Road, Bromley, giving direct access to the main entrance of the shopping centre.

More details from: Harvard Marketing Services, Harvard House, Summerhouse Lane, Harmondsworth, West Drayton, Middlesex UB7 0AW. Tel: 081 759 0005.

... while Watford centre nears completion

The second phase of the massive Harlequin Shopping Centre in Watford is to open in June.

Said to be the largest town centre shopping scheme under construction in the UK, construction costs are £100 million, with the final stage opening in early 1992.

The centre has two shopping levels and includes a massive Trewins store, part of the John Lewis Partnership, Marks and Spencer, Littlewoods and BhS store.

There will be 150 other shops and kiosks, a 380-seater Food Court, which opens this month and many special facilities, including mother and baby's rooms, children's playgroup area and facilities for the disabled.

The Harlequin is in central Watford with excellent access from the M1 and M25 via the town's ring road.

More details from: Harvard Marketing Services, Harvard House, Summerhouse Lane, Harmondsworth, W Drayton, Middlesex UB7 0AW. Tel: 081 759 0005.

Derbyshire attraction aims for the top

The Heights of Abraham Country Park, one of Derbyshire's top tourist attractions is all set for another record-breaking year.

The most famous feature of the Park is the modern cable car system .... but there are also two centuries-old caverns, located hundreds of feet up inside the cliffs.

Other attractions include shops, restaurants, a tavern, nature trail, playground, walks, the Prospect Tower and picnic sites.

Showpiece of the Park is the Great Masson Cavern. There's a special tour of the cavern which includes an audio-visual programme and a 20 minute guided walk through the floodlit halls and galleries, up to 150 feet below ground. In the Great Rutland Cavern-Nestus Mine, visitors can experience the working environment of a 17th century lead miner.

Special events have been planned throughout the season, including Punch and Judy shows, Morris dancers and dance troupes.

The Park contains many rare plants and is designated a Site of Special Scientific Interest. Low-priced samples of rock and minerals can be bought at the Rock Shop which is designed to appeal to all children of school age.

Open: Now until end of October, daily, 10am-dusk.

Group prices: (minimum 20) adults £3.75, children £2.10, driver free.

More details from: The Heights of Abraham, Matlock Bath, Derbyshire DE4 3PD. Tel: 0629 582365.

SEALINK STENA LINE

SOUTHAMPTON-CHERBOURG INTRODUCTORY OFFER

In 1991 Sealink Stena Line are introducing a premier new route between Southampton and Cherbourg.

This is an ideal route for your private groups wishing to travel to Normandy, Brittany, Western France and further south.

The service starts on 28th June and will be operated by the Stena Normandy — which features an extensive range of cabin accommodation (all with en-suite facilities), restaurants (both a la carte and free-flow), the Terrace Bar (with disco and live entertainment), two cinemas, two children's playrooms and tax- and duty-free shops.

As a special introductory offer, the first 100 coaches to book and travel on the route will be able to claim a 50% refund on the fare (excluding cabin, meals, etc) which will be redeemable against a future Sealink crossing.

AND ... between 21.10.91 & 31.03.92 we are offering an up to 60 hour excursion fare of £18 including a restchair each way on this new Sealink Stena Line route.

SEALINK
BRITISH COACH RALLY
1991

Coach of the Year 1990

SEALINK STENA LINE

LINK

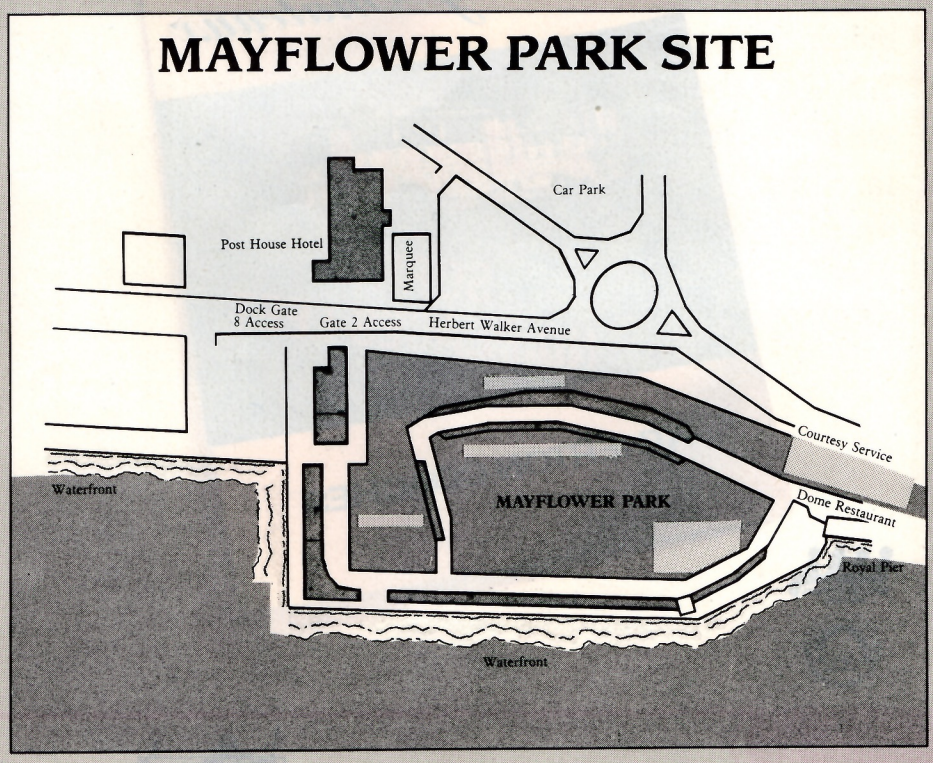
SEALINK STENA LINE

37th BRITISH COACH RALLY

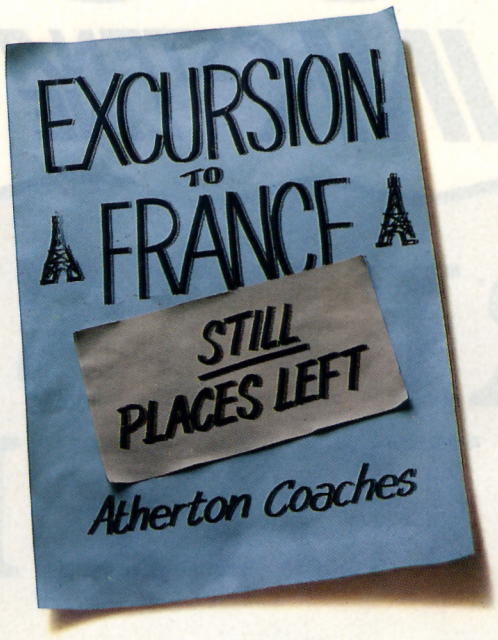
20-21 April 1991

Southampton

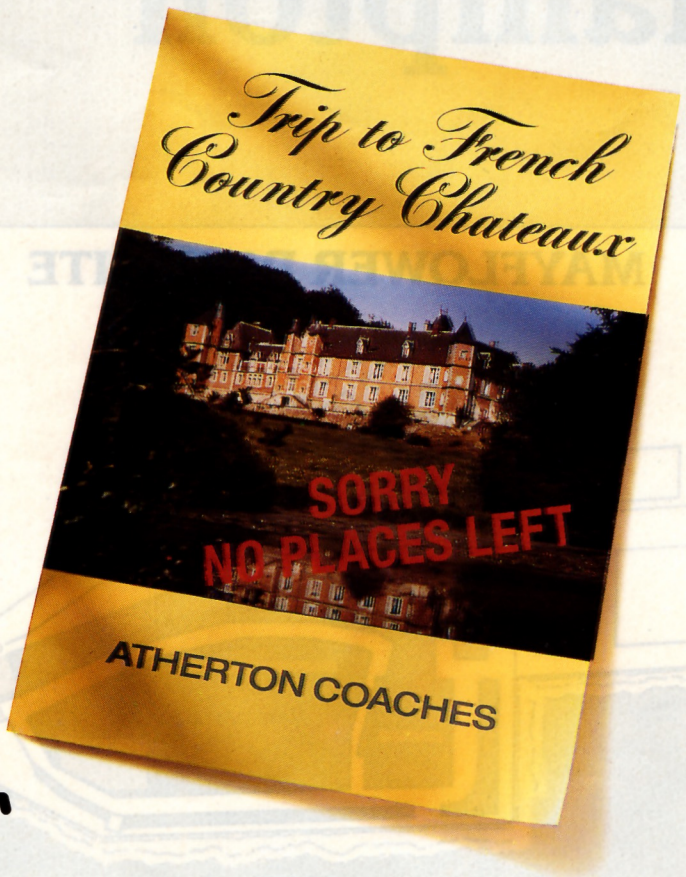
The 3rd Sealink-sponsored British Coach Rally will take place over the weekend of 20th and 21st April this year. The venue will again be at Mayflower Park, Southampton and together with the Sealink hospitality tent, manufacturers and coach operators will also be exhibiting.



LINE 0800 282251 FAX: 0233 646024



What difference does it make which ferry you book?



Quite a lot actually. Because, when you choose Sally Ferries, you get more than a smooth trip across the Channel.

Our free Customline package means you can organise your excursion in the most professional and profitable way.

For a start, we'll print 5-colour posters and 250 brochures advertising your business.

We'll arrange the bookings for you, giving you a choice of quality hotels – at discounted overnight rates.

We'll provide clear directions to your destination, tourist information and suggestions for the itinerary.

In fact, if you like, we'll drive the business for you, while you drive the coach.

Of course, your passengers will appreciate the relaxed drive to Ramsgate. Where you won't find bumper-to-bumper queues.

On board, the journey is just as civilised and restful. Arriving at Dunkerque, 150 minutes later, you're straight on to the autoroute.

Call us today. You'll discover what a difference we can make to your Continental excursion business.

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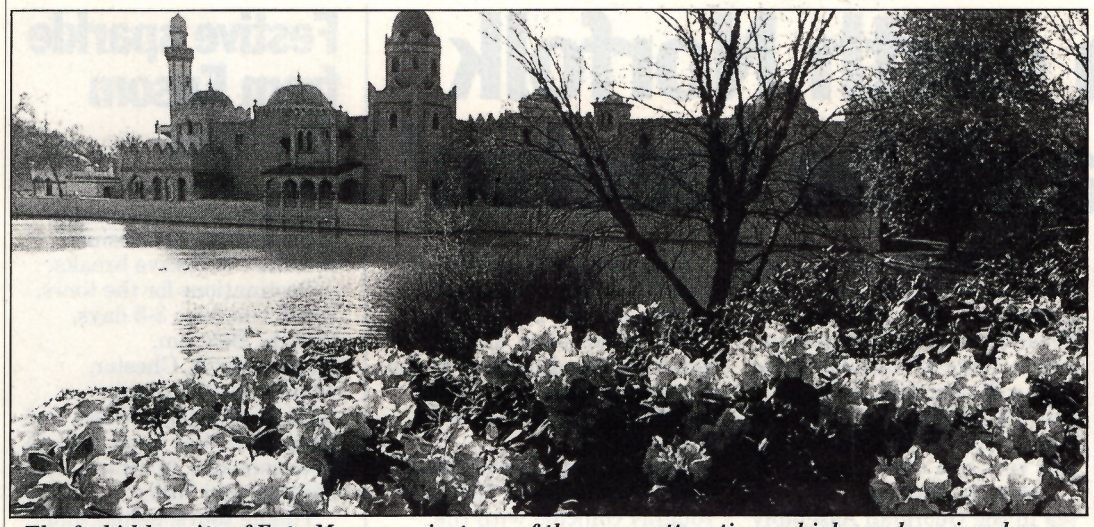

The forbidden city of Fata Morgana, just one of the many attractions which can be enjoyed on a short break to Efteling.

Top coach package on offer from Efteling

Sally Line and Efteling, Holland's top family leisure park, are currently running a low cost, high value package for coach operators.

From now until October 29, coach groups can enjoy a super Efteling Break, travelling Sally Line and staying at the 3-star Altea Hotel, Tilburg for just £45.50 a person.

The price includes return ferry crossing for passengers and coach from Ramsgate to Dunkirk; one night's stay, half-board at the hotel and entrance to Efteling.

From fantasy to high adventure, there's something for everyone at Efteling. Attractions range from a boat journey east to the harems and bazaars of Fata Morgana, to a ride on Europe's longest roller coaster, the Python.

There's an added bonus for coach operators, too .... just add your costs and margin and Sally Line will create five posters and 250 colour brochures with your company logo and details absolutely free. To make life even easier, Sally Line will also provide full directions and even help to plan the itinerary if required.

More details from Customline at Sally Ferries, tel 0843 595522.

European flavour to ICT City Break bargains

Leading wholesaler, Independent Coach Travel, has launched its new 'City Break' programme for coach operators this winter.

Fourteen European destinations, from £18.50, are on offer, with destinations including Paris, Amsterdam, Brussels, Cologne, Dublin and the major cross-channel shopping centres.

All packages are based on a minimum of 30 passengers and include en-suite hotel accommodation and breakfast for one or two nights, ferry crossing and free place for driver.

'In some periods prices are lower than last year and we have included incentives both for the coach operators and their clients.' said Stephen Moore, ICT sales and marketing director.

'We are offering free AA/BRS Fleet Rescue for the operators, which can be worth up to £250 and, for their clients, an incentive of a £5 duty free voucher on selected sailings.

City Breaks are available from October 1-April 15, 1992.

More details from: Independent Coach Travel, Studio 20/21 Colman's Wharf, 45 Morris Road, London E14 6PA. Tel: 071 538 4627.

Rainbow launches new programme

Rainbow Holidays is featuring more than 40 luxury breaks in 'premier' hotels in its newly-published holiday programme.

And there's also a choice of dozens of special interest or activity breaks.

The luxury breaks programme features hotels including the Low Wood in Windermere, Lower Slaughter Manor in the Cotswolds and the Royal Crescent, Bath.

New themes in the special interest breaks include: 'Learn to Fly', 'Historical Haunts of Auld Edinburgh and an 'Illuminations Break' in Blackpool.

More details from: Steve Price, Rainbow Holidays, Ryedale Building, Piccadilly, York YO1 1PN. Tel: 0904 643399.

Sheer luxury from Crystal

More than 70 new hotels have been added to Crystal Holidays new summer Premier Selection of luxury UK holidays and short break packages.

The 100-page brochure now offers 232 hotels throughout the UK with new hotels including The Gleneagles Hotel in Scotland, Sprowston Manor, Norwich and the Lodore Swiss, Keswick.

Prices start at £37.50 per person, per night at South Walsham Hall, Norfolk, including full English breakfast and table d'hote dinner and are valid until October 31. Child discounts and long-stay reductions are available at many hotels.

The number of hotels with leisure facilities has been increased, with many offering golf courses, indoor and outdoor swimming pools, saunas, jacuzzis, health and beauty facilities, squash and tennis. Selected properties also offer ballooning, horse riding, clay-pigeon shooting, fishing and sailing.

The Premier Selection programme is offering gift vouchers worth £100-£300 which can be exchanged in full or part payment for a booking at any hotel in the brochure at any time. A Celebration Gift Certificate is also available, priced at £47.50, which includes a bottle of champagne, bouquet of flowers, box of chocolates and greetings card, placed in a guest's room before arrival. Agents earn commission when the vouchers are used to make a booking.

Also included in the brochure are London theatre breaks and special packages to the Royal Shakespeare Theatre, Stratford-upon-Avon, with accommodation in a choice of five local hotels.

More details from: Premier Selection Luxury UK Breaks on 081-390 8513.

Down to earth Norfolk break can't be 'beeten'

New holiday themes for groups are being planned by the 102-room Hotel Norwich in Norwich, to help coach operators sell Norfolk in winter. The aim is to prove how appealing the county is in all seasons.

There's a choice of three special interest breaks: 'Down to Earth Norfolk', 'Norwich Heritage' and 'Supernatural Norwich,' each costing around £10 above the standard half-board tariff, which is from £22 per person until 1992 and from £25 through to April 1993.

Highlights of the themes are: Down to Earth Norfolk - visit a windmill, plus coffee or tea; Broads cruise with drinks in pub; a Taste of Norfolk dinner with a dialect talk; bottle of Norfolk Punch, per room; brass-rubbing demonstration and visit to a craft centre.

Norwich Heritage - cream tea in the Georgian Assembly Rooms; sherry reception in the Mustard Shop Museum; viewing of the parts of the Cathedral other visitors don't normally see and a visit to an historic house or cultural collection.

Supernatural Norwich - a ghostly walking tour, with expert, around Norwich; a 'Taste of Macabre' dinner; drinks in the dungeons at the Castle Museum and a river trip to a haunted pub, with commentary.

The themes are available from October-April 1992 and roughly coincide with the opening of a new leisure club at the hotel in December.

More details from: Jane Mattin, sales and customer relations manager, Hotel Norwich. Tel: 0603 626502.

Floral fun for Cumbrian breaks

Hundreds of silk daffodils have been 'planted' in the grounds of a Cumbrian hotel, in a bid to extend its spring holiday season.

The Armathwaite Hall Country House Hotel at Bassenthwaite has been offering special Daffodil breaks since mid-March, and is hoping the artificial variety will extend demand even further.

The standard 'Daffodil break' at the 42-room hotel, costs £125 for any two nights half-board between Sunday and Thursday, with a free bottle of champagne for guests guessing roughly the number of natural daffodils on the 400-acre estate. An estimated 10,000 blooms grow each spring.

The hotel will also be including a welcoming bunch of blooms in each bedroom, plus a bag of bulbs to take home.

Guests can also be photographed with their name spelled out in hundreds of silk daffodils on the hotel lawn.

More details from: Carolyn Graves, Armathwaite Hall, Bassenthwaite Lake, Keswick, Cumbria CA12 4RE. Tel: 07687 76551.

The Swallow International Hotel, currently offering reduced summer tariffs for coach operators.

Reduced tariff at London hotel

A special reduced summer tariff for coach operators has been announced by London's four-star Swallow International Hotel.

Tariffs start at £25 per person, including continental breakfast. The 417-room hotel is in Cromwell Road, close to Earl's Court, and is one of 32 Swallow hotels.

The hotel features a fully-equipped luxury Swallow leisure club and there is free coach parking in the hotel's private coach park.

More details from Maureen Hamilton on 071 973 1000.

Try a special 'Romance' break

Special Weekend of Romance breaks are a feature of the recently extended Nantwich, Cheshire, hotel The Peacock.

More than £900,000 has been spent on adding 37 new bedrooms, all of which have en suite facilities, satellite television, hairdriers and trouser presses.

The 'Weekend of Romance' breaks are priced at £99 per couple, including champagne dinner.

The grounds will soon be the home of a new railway ride, currently being constructed by the Cheshire Miniature Railway Society.

The Peacock is part of the Premier House group.

More details from: Premier House, PO Box 27, Loushers Lane, Warrington, Cheshire WA4 6RQ. Tel: 0925 33500.

Festive sparkle from Epsom Coaches

Epsom Coaches are currently offering 19 tours in their newly-published brochure of festive breaks.

Destinations for the tours, which run from 3-8 days, include: Belgium, Bournemouth, Chester, Cirencester, Durham, Ludlow, Salisbury, Wales and York. New Year tours include Bournemouth, Stratford, Torquay and Wales.

Theme tours, before and after the festive season, include: Lincoln Christmas Market, Turkey and Tinsel, Winter Warmer, Murder Mystery, Jorvik Viking Festival and Winter Wonderland.

Capacity has been increased by 50% to meet ever-growing demand and the breaks run from December-February 1992.

Guaranteed prices range from £85-£499 and include luxury coach travel and accommodation in three star hotels.

More details from Epsom Coaches, Blenheim Road, Epsom, Surrey KT19 9AF. Tel: 0372 727821.

Special offer from Lincoln hotel

The Garden Court Holiday Inn in Lincoln is offering special group rates for coach operators running day trips and excursions in the area.

Lincoln offers an historical city with many places of interest, including the 900-year old Cathedral, the remains of the 12th century Bishop's Palace, the castle, built by William The Conqueror in 1068, museums and art galleries.

The Garden Court Holiday Inn offers 95 rooms, restaurant and bar, all within easy walking distance of the city's main shopping centre.

Group rates, inclusive of VAT, are £20 per person, sharing a twin room, bed and breakfast; £28 per person sharing a twin room, dinner bed and breakfast. A free place is available for every 20 rooms booked.

More details from: Christine Barr, tel 0753 44255.

"A NIFTY COMEDY... I CAN'T THINK OF A BETTER WAY OF FORGETTING THE RECESSION" Sun Times

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"A SAUCY COMEDY BY MARC CAMOLETTI" Eve Standard

adapted by ROBIN HAWDON

Directed by PETER FARAGO

Designed by PETER RICE

NORMAL OFFER

For groups of 15 or more:
£2.00 off £17.50 and
£14.00 seats & £1.00 off £10.50 seats
for performances Mon to Thur Eves 8 pm and matinees
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Prices subject to an additional 2 1/2 % discount if tickets paid for by 17 May 1991

EXTRA SPECIAL OFFER

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CT&E TRIP PLANNER

WELCOME to the latest update in our new-look Coach Tours & Excursions Trip Planner. If you're looking for an idea for an off-the-cuff day trip or excursion, just flick through the list of events below. We'll be bringing you regular information on what's happening in the coming weeks on a regular basis in our new-style, weekly CT&E pages.

April

18-September 1: National Battle of the Bands, Club Rio, Bradford (0274 735549)

18-August 31: Monsters of the Deep, Yorkshire Museum, York (0904 629745)

18-September 8: Jordan - Treasures from the Desert Kingdom, Liverpool Museum (051 207 0001)

18-May 31: Cornwall Gardens Festival, various gardens, Cornwall (0872 74057)

18-December 31: Charles Babbage Bicentenary, various events (0803 866425)

18-May 4: People in Place by Philip Cox, St Helens Museum, Merseyside (0744 24061)

19-May 6: Video Positive, various venues, Liverpool (051 647 2366)

19-21: The Garden Show, Syon Park Gardens, Brentford, Middx (081-547 1566)

20: Verdi's Requiem, Manchester Cathedral (061 833 2220)

20: Gardener's question time, Keighley, W Yorks (0535 607075)

20-21: Antiques and collectors' fair, Royal Bath and West Showground, Shepton Mallet, Somerset (0278 691616)

20-21: Aerojumble '91, Fleet Air Arm Museum, Yeovilton, Somerset (0935 840565 ext 17)

20-21: Yorkshire Aquarist Festival, Doncaster Exhibition Centre (0484 666591)

20-May 6: Embassy World Championship snooker, Crucible Theatre, Sheffield (0272 744491)

20-May 19: Federation of Northern Art societies, Shipley Art Gallery, Gateshead (091 4771495)

21: Spring National (motor cycles), Scarborough, N Yorks (0377 44727)

21: ADT London Marathon, Greenwich to Westminster (081-948 7935)

22-June 16: The Art Machine, Barbican Centre, London (071 638 5403)

25: International medium, James Byrne, Civic Theatre, Scunthorpe (0724 859129)

25-27: Harrogate Spring flower show, Harrogate (0423 561049)

26-May 6: Festival of mime, dance & visual art, Brewery Arts Centre, Kendal, Cumbria (0539 725133)

27: Leeds dolls house and miniature collectors fair, Civic Hall, Leeds (0274 616539)

27-28: Craft & working weekend, Colne Valley museum, W Yorks (0484 659762)

27-28: International horse trials, Bishop Burton, Humberside (0964 550481)

28: Teesdale Country Fair, Barnard Castle, Durham.

28: Consort Singers, York (0904 470666)

28: Doll, teddy and toy collectors' fair, Civic Hall, Leeds (0274 616539)

28: Workout with the stars, Crystal Palace sports centre, London (071 436 3555)

30-May 3: Hobby Horse celebration, Minehead Centre (0643 703607)

May

1: 'Obby 'Oss celebrations, Padstow, Cornwall (0208 74471)

1: Rochester Chimney Sweeps Parade, various venues, Rochester, Kent (0634 843666)

1: Riding the Bounds, Town Hall, Berwick-Upon-Tweed (0289 330044)

1-August 30: Henry VIII at Greenwich, London (081 858 4422)

1-August 31: Monsters of the Deep, Yorkshire Museum, York (0904 629745)

1-October 31: Travellers Joy exhibition, Minster Yard, York (0904 624247)

1-October 31: Flower paintings exhibition, Minster Yard, York (0904 624247)

1-December 15: Street Music exhibition, Sheffield (0742 557701)

2: Torrington May fair, Devon (0805 22308)

2-5: Badminton Horse Trials, Badminton, Avon (045421272/732)

2-6: International golf tournament, St Mellion, Cornwall (0579 50101)

3-6: Great Cornwall balloon festival, Newquay (0637 872211)

4: Coniston Fell races, Cumbria (05394 41545)

4: Gawthorpe Maypole procession, Ossett, W Yorks.

4: Spalding Flower Parade, Spalding, Lincs (0775 724843)

4-5: World Pilot Gig championships, St Mary's, Isles of Scilly (0720 22536)

4-5: Springfields weekend country fair, Spalding, Lincs (0775 724843)

4-6: Countryside and Crafts, Morden Hall Park, Morden, Surrey (093287 3811)

4-6: Hovercraft National Championships, Tarleton, Lancs (0772 813446)

4-6: May Day holiday trains, Middleton Railway, Leeds (0532 710320)

4-6: Spalding flower parade floats exhibition, Spalding, Lincs (0775 724843)

4-6: Newbury Steam Funtasia, Newbury, Berks (0451 21083)

4-6: Braintree horse show, Braintree, Essex (0376 26802)

4-11: Bridlington Festival, various venues, Bridlington, Humberside (0262 678255)

5: Battle of the Atlantic commemoration, Liverpool Cathedral (051 709 6271)

5: Riddlesden revels day, Keighley, W Yorks (0535 607075)

5-6: Model aircraft rally, Grange-Over-Sands, Cumbria (05395 58328)

5-6: Trolleydays, Sandtoft Transport Centre, S Yorks (0932 851650)

5-6: Truckfest 91, East of England Showground, Peterborough (0775 768661)

5-6: Transport 91, Showground, Norwich (0953 606760)

6: Portsmouth heavy horse parade, Southsea, Hants (0705 834146)

6: Open Day, Wrawby Windmill, Humberside (0652 53699)

6: Kiddies Day, Embsay Steam Railway, Skipton, N Yorks (0756 794727)

6: Stilton Cheese Rolling, Stilton, Peterborough (0733 243314)

6: May Merrie, various venues, Kingston-Upon-Thames, Surrey (081-547 4620)

8: Helston Furry Dance, Helston, Cornwall (0326 572082)

8: Planting of the Penny Hedge, Whitby, N Yorks (0947 602674)

8-10 Harrogate Spring Music festival, Various venues, Harrogate (0423 562303)

8-12 Royal Windsor horse show, Windsor, Berks (0298 72272)

8-18: Newbury Spring Festival of visual arts, Newbury, Berks (0635 32421)

9-12: Beverley early music festival, various venues, Beverley, Humberside (0904 645738)

9-12: Living Crafts 1991, Hatfield House, Hatfield, Herts (0582 761235)

9-19: Soho International jazz festival, various venues, Soho, London (071-734 6112)

10-11: Chelsea designer sale, Chelsea Old Town Hall, London (071-228 3706)

10-12: Holmfirth folk festival, Holmfirth, W Yorks (0484 687227)

11-12: National Angling exhibition, Doncaster Exhibition Centre (081 446 8211)

11-18: Wharfedale music festival, various venues, Ilkley, W Yorks (0943 607835)

11-18: Chelmsford Cathedral festival (0245 359890)

11-25 Sheffield chamber music festival, Crucible Theatre, Sheffield (0904 645738)

12: Gardener's open day, Houghall agricultural college, Durham (091 386 1351)

12: Canoe Marathon, River Hull, near Beverley, Humberside (0430 422933)

12: Photographica '91, Royal Horticultural Society's Halls, London (081-393 9070)

15-19: East Coast Boat Show, Bourne Park, Ipswich (0932 854511)

16-18: Devon County Show, County Showground, Exeter (0392 444777)

17-19: Southern Counties craft market, Farnham, Surrey (0920 870040)

WHILE ALL INFORMATION PRINTED WAS CHECKED AT THE TIME OF GOING TO PRESS, READERS ARE STRONGLY ADVISED TO VERIFY DETAILS BEFORE MAKING ARRANGEMENTS. NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS OR OMISSIONS.

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Now offering due to cancellation the following dates

May 4th-11th May
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June 1st-8th June
Aug 31st-7th Sept
And 28th Sept onwards

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13th July and 31st August (1 week)

This family run hotel is situated 5 mins from beach and town centre. With 56 bedrooms, 16 en suite and tea/coffee facilities in all rooms, choice of menus, entertainment 4 nights, ample coach parking.

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- Out of season cabaret weekends

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Jean or Bill Crabtree
0253 51327 (18130/HO)

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2 minutes from Exit 28 of M5.
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SPECIAL PRICE £116.00 INC VAT
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From 16th Apr-4th May,
11th May-1st June,
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30 bedrooms en suite, totally refurbished, tea making facilities, telephones, colour TVs, centrally heated throughout, within walking distance of the Festival Theatre and town centre.

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(18113/HO)

NEWQUAY

Family run hotel renowned for its high standard of service and warm friendly atmosphere.

43 bedrooms (37 en suite). 11 apartments. All rooms with colour TV. Telephones. Tea making facilities. Central heating throughout. Lift. Indoor pool. Sauna. Solarium. Jacuzzi. Games room. Coach driver free. Full entertainment programme. Ample coach parking.

★ NOW OPEN ALL YEAR ★

so take advantage of the out of season low rates. 5 or 7 day tours from as little as £60 inc VAT.

Telephone for brochure and details
(0637) 874292

(17878/HO)

TREGARN HOTEL

RECOMMEND COACHMART TO YOUR FAVOURITE HOTEL, RESTAURANT OR TOURIST ATTRACTION AND HELP US TO HELP YOU.

LINGFIELD,SURREY

THE CHAMPAGNE'S ON US!

For the operator bringing the most parties to the farmhouse table between April and July this year.

We are open all day from 7.30am to 11.00pm serving breakfast, lunch, snacks, teas, coffee and dinner.

Also 15th century village bar serving a wide selection of beers, spirits, wines etc. and with our gardens catering for the children we offer an excellent place to eat and drink.

For further details contact Ernest Carrington
Tel. 0342 832017
Eastbourne Road, Blindley Heath, Nr Lingfield, Surrey

(18351/SUR)

COACHES WELCOME

TENBY

THE BELGRAVE HOTEL TENBY
Warm, friendly, comfortable, good food, choice menu, nightly entertainment, all bedrooms with tea/coffee making facilities, Sky TV, with private bathrooms.
Half board May 12th-May 17th
May 19th-May 24th
Mon-Fri **£60.00 + VAT**
Sun-Fri **£75.00 + VAT**
Tel. Tenby 0834 2377 ask for Malcolm Thomas
Sept 21st 7 nights **£120.00 + VAT**
Sept 28th 6 nights **£100.00 + VAT**
Ring now for October and Christmas in November Special Breaks (17991/HO)

EASTBOURNE

EASTBOURNE ALEXANDRA HOTEL
A licensed family run seafront hotel. Entertainment, excellent food. Some en suites, tea making facilities, and colour TVs in all rooms. Vacancies for groups. Week commencing ★ 15th-29th June ★ from £130.00 per person half board
CONTACT KEN DOBELL
Tel. EASTBOURNE (0323) 20131 (18144)

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PITLOCHRY CENTRAL SCOTLAND
ROSEMOUNT HOTEL
3 Crowns Commended
Fully licensed 23 bedroomed hotel. Function room with dance floor. Superb views. Central heating, colour TV, tea and coffee. All rooms with private facilities, some on ground floor. High standard of decor. Good food. Warm hospitality and helpful staff. Packages and prices by negotiation.
For full details
tel. (0796) 2302 (15817/HO)

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AUTUMN BREAKS AT THE *ROSSLYN HOTEL*
4 nights for £75.00 inc VAT
Dates from Nov 2nd available
★ Coaching Hotel
★ Outskirts of Falmouth
★ Family run hotel
★ 25 bedrooms, some en suite
★ Tea/coffee facilities
★ Entertainment
★ Licenced
ENQUIRIES FOR 1992 WELCOME
TEL: 0326 312699

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BARGAIN BUSES

BARGAIN BUS

T AND V REG MERCEDES 2 X 12 SEATER 2072
Both taxed and tested, one with coach seats, carpets, radio/cassette.
£6,000 ono
Plymouth 0752 481136 24 hours (18353/BB)

BARGAIN BUS

1976 LEYLAND LEOPARD SUPREME
12mtr, 50 seater, semi auto, power steering, side lockers, well maintained, stored since last August, easy restested. **An absolute bargain.**
£4,100 ono + VAT
Tel. 0702 540456 (18359/BB)

BARGAIN BUS

BEDFORD PJK 29 Seater, 1982
Taxed & tested July, owned by us since new, good condition, clean inside and out, sale due to update of fleet.
£9,750 + VAT ono
Tel: 061-627 1923 (18440/BB)

BARGAIN BUS

1980 BEDFORD PLAXTON
Two, 45 seater coaches, one with current MoT October 1991 **£4,000** one without MoT **£2,000** or both for **£5,500 + VAT.**
Tel: 0835 62253 (18236/BB)

BARGAIN BUS

MINIBUS 1987 FORD TRANSIT
2.5 DI diesel, tested Oct '91, white, unlettered, 80,000K
£4,250 + VAT
Will deliver UK mainland
Tel. 0236 823239
SCOTLAND (18234/BB)

AEC

AEC 760 ENGINE, ZF box, 12 metre, 57 seats, Plaxton Mark IV front and dashboard, beautiful condition, 12 months test. £8,000 spent on vehicle 2 years ago, repanelling and reflooring, 6 new tyres and 4 new batteries, ready for work, very clean. Private plates. **£5,000 + VAT. Tel. 0977 612219 West Yorks.** (18354/AEC)

BEDFORD

1984 (A) BEDFORD YNT PLAXTON PARAMOUNT
49 E-type seats plus courier, tinted windows, carpets/curtains, power door, exhaust, brake, deep red interior, white exterior, good condition, **£20,750 ono + VAT.**

1979 (V) BEDFORD YMT PLAXTON SUPREME IV EXPRESS
53 seats, power doors, Mk V rear, red stripe interior, white exterior, good condition, long test, **£7,950 ono + VAT.**
Full inspection facilities available
Tel. 0664 424474 (18367/BED)

1987 (E) BEDFORD YMPS 500 Turbo Plaxton Paramount 3200, 35-seater, radio/PA, power door, centre carpet and curtains, Bostrom driver's seat, excellent condition. **£37,850 + VAT. Ardenvale (West Midlands). Tel. 0564 772278.** (18419/BED)

DUE TO FLEET REPLACEMENT THE FOLLOWING ARE FOR SALE

V REG BEDFORD, 29 seater, Dominant II, radio PA system, 12 months MoT. ... **£4,500 ono + VAT**

W REG BEDFORD 500 PLAXTON, 49 reclining seats, radio cassette, PA system, 12 months MoT. ..... **£9,500 ono + VAT**

Tel. 0202 394283 (18241/BED)

1983 BEDFORD YNT DUPLE, 53 seater, very clean for year, MoT April 1992, taxed till March 1992, Express doors, speed limiter, wheeltrims, radio cassette, curtains, centre carpet, **£14,500 + VAT.** P/x considered. **Tel. (0772) 749358/747329.** (18369/BED)

CHOICE OF TWO 1984 BEDFORD YNT DUPLE
53 seats, tested Feb '92 and Dec '91. Good all-round condition.
£15,500 ovno + VAT each
P/X considered.
Tel: 071-935 4091 (18362/BED)

BEDFORD

1978 (S) YMT 500 SUPREME III

Side lockers, MoT March 1992, taxed Sept 1991, vgc.

£4,250 ovno + VAT

ALINE COACHES

(091) 469 9763

(18365/BED)

1982, BEDFORD YNT, 12 metre, Duple Dominant IV, 57 seats, power door,, tinted windows, new engine June 1989. **Tel. 0704 821245.** (18356/BE)

1985 BEDFORD YMP, 35 recliners, Paramount body, **£25,000 + VAT. Tel. 0974 202495.** (18404/BED)

BEDFORD PJK, 1980, Plaxton Supreme, side lift, recent genuine Bedford engine and parts and panels, very good order. **£1,850. Tel. 0634 252777 or 252343 evenings (Kent).** (18403/BE)

1975 BEDFORD YMT PLAXTON

53-seater, one owner, long test, never raced or rallied, good all-round condition.

£3,500 + VAT

ALSO BREAKING sister vehicle with body damage, only rallied once, all parts available.

Tel. 071-251 8909 (24 hrs)

(18191/BED)

BRISTOL

PMT ENGINEERING

BRISTOL LH 43 SEATER COACH

First registered 1977, tested August 1991.

£4,500

Contact Douglas Hems (0933) 623871 or Helen Bailey 0782 744744

(17930/BR)

1983 (Y) BRISTOL LHS Plaxton Supreme V, 33 E-type seats, power door, Bristol dome, tinted windows, full-draw curtains, side locker, radio/PA/tape, MoT Dec '91, **£15,000 + VAT ovno. Part ex considered. Tel. 0387 710357 John MacEwan.** (18406/BR)

BOVA

1986 BOVA FUTURA

49/53 seater, demountable toilet, coffee machine, TV, video, 12 months MoT

£57,000 ono + VAT

Tel. 0626 66580

(18011/BO)

BOVA

BOVA FUTURA FHD 1985

Tested 1yr, 48 recliners & courier, curtains, double glazed, centre sunken toilet, continental door, coffee machine, fridge, driver's bunk, radio, PA, TV, video, Eberspacher, air conditioning & more.

£48,000 + VAT

Part exchange considered.

Tel. 0786 814319 or 0831 637985

(18388/BO)

MUST SELL DUE TO SHORTFALL IN TOUR WORK

1986 BOVA FUTURA (DAF MB200). Engine needs slight attention.

£26,000 ono + VAT

NO REASONABLE OFFER REFUSED.

Tel. JOHN or CYNTHIA CRUSADER COACHES Barnsley

Tel. 0226 293566

(18420/BO)

DAF

JUNE 1984 DAF 230 JONCKHEERE P599

51 reclining seats, video, drinks machine, toilet, carpets, immaculate condition.

FIRST TO SEE WILL BUY.

£45,000 + VAT

Tel. 0347 810327

(18231/DAF)

2 LAG/DAF

Running gear rear mounted 11.6 litre engines. Interior immaculate, mainly used on tours. Both 49 seats. Double glazed, Webasto, sunken toilet, tea/coffee making facilities, stereo video system, two monitors, driver's bunk room with crew telephone. Large capacity refrigerator, courier seat, Telma, exterior rainbow coloured stripes. No letting – First Reg Dec 86, Jan 87. Now surplus to requirements. Both vehicles are ready to go straight into service.

£52,000/£53,000 respectively

Tel. 0205 364087 (Lincolnshire)

(18417/DAF)

DUPLE GOLDLINER 1982, centre-sunken toilet, 47 recliners, drinks machine, Webasto, TV & video, tinted windows, MoT 13.1.92, **£26,000 or near offer. Tel. 0332 812815.** (18140/DA)

1984 DAF BOVA EUROPA 1. 52 seat + 1 courier, full exec, TV/video, toilet, drinks machine, Webasto heater, 1 full year's test. **£29,950 + VAT.**

1982 DAF BOVA EUROPA 1 TV/video, drinks machine, Webasto heater, 1 full year MoT certificate. Private plates.

£22,500 + VAT.

TEL. 071 935 4091

(18363/DAF)

DENNIS

1989 DENNIS JAVELIN

(Plaxton)

49 reclining seats, video, toilet, servery & tea machine.

FOR SALE or LEASE SUBJECT TO STATUS. TOUR WORK AVAILABLE WITH COACH

£65,000 + VAT

TEL. 0325 353837 (18203/DEN)

MAYBURY'S OF LONDON LTD

1989 (F) DENNIS JAVELIN DUPLE 320SL, 12 metre, 55 recliners, radio/pa/cassette, curtains, excellent condition and maintained to highest standards, MoT Jan '92.

£52,750 + VAT

Contact Richard Maybury 071 720 0143

(18244/DE)

1989 JUNE DENNIS ALGARVE 335

51 seats, rear sunken toilet, water boiler. Tempo 100. All sensible offers will be considered.

Phone 0273 890369 (Sussex)

(18394/DE)

DUPLE

1985 DUPLE 425/CUMMINS AUTOMATIC, MoT Dec '91, 55 seater, toilet, bunk, 3 TV/videos, Eberspacher heating, double glazing, full service history, exc. cond. **£50,000 + VAT. Part Exc. Volvo considered. Tel. 0767 681382.** (17876/DUP)

1990 DUPLE 425

Full exec spec with video TV and two monitors. TELMA, new MoT, 65,000k genuine, 13 mpg.

£75,000 + VAT

RENNIES of DUNFERMILINE

0383 620 600

(18238/UN)

FORD

1979 DOMINANT II

360 turbo, 8 metre, 33 semi-reclining seats, full squab continental steps, tinted glass, auto door, new MoT, genuine reason for sale.

£9,500 + VAT

Tel. (0272) 501722 or (0275) 374447 (work hours)

(18079/FO)

1982 FORD DUPLE, 53 seater, very clean for year, MoT March 1992, taxed, power door, curtains, tints, armrest, speed limiter, **£10,500 + VAT.** P/x considered. **Tel. (0772) 749358/747329.** (18370/FO)

MERCEDES

1989 F REG

MERCEDES CHARISMA

49 seats, full executive spec, excellent condition.

£65,000

Telephone: 051 523 3118

(18437/MER)

1981 508 MERCEDES, 19 seats, full soft trim, 12 months' MoT, ready for work, **£5,500. Tel. 0977 612219 (W Yorks).** (18212/MER)

1990 (H) MERCEDES 609, M2M, 24 seats, boot, radio cassette, mileage 20,000, as new, sale due to loss of contract, undercutters have been in. **£22,500 + VAT. Tel. Roger Hill, Congleton 0260 273543 days or 276067 eves/w/ends.** (18429/ME)

MERCEDES 709D

1987 D Reg, 21 large seats, Coachcraft conversion, curtains, full service records, 20mpg+, any trial. Bargain.

£16,000

Tel. (0527) 72857 & 75353 Harris Executive Travel, Bromsgrove

(18401/MER)

MERCEDES

WANTED, late model 24-33 Mercedes coach, must have large boot and low mileage, suitable for quality touring. Also a 21 seater Toyota Optimo may be considered. **Tel. (0227) 263676.** (18089/MER)

1983 MERCEDES VAN HOOL ASTROMEGA, 74-seater, automatic, excellent condition, toilet/washroom, coffee, fridges, 2 TV/videos, double glazing, full service history, **£50,000 + VAT. Tel. 0767 681382.** (17875/ME)

DOUBLE DECKERS

Ensign Citybus

HAS FOR SALE 10 RECENTLY REMOVED FROM SERVICE DMS FLEETLINE VEHICLES

7 of which are in running order with current MoT tickets, 3 with current tickets but have major unit failures.

Tyres are not included in the sale.

It is intended to remove from service a further quantity of DMS type vehicles in May.

All enquiries to Steve Maw, Engineering Manager on:

081-517 9924

or Fax 081-595 3369

(18123/DD)

1959 BRISTOL LD6G convertible, open top. Taxed, full PSV, MoT till 22.3.92. **Offers invited. Tel. Mr Rixon on 065-671 3269 (South Wales).** (18361/DD)

1964 LEYLAND PD3/4 with Northern Counties body, suitable for training or preservation. Class V tested. **Offers around £2,900. Lancaster City Transport. Tel. 0524 424555.** (18416/DD)

M REG ATLANTEAN, Alexander body, tested to May, very clean in 'Pontins' blue livery. **Offers around £2,000.** Another in LCT livery tested until August, **£2,200. Lancaster City Transport. Tel. 0524 424555.** (18415/DD)

LEYLAND

LEYLAND LEOPARD/PLAXTON, 1978

53 seats, 680 engine, semi-auto g/box, Jake brake, PA/tape. Cherished numbers. All white. Very long MoT's.

CHOICE OF THREE

TAPPINS, DIDCOT

(0235) 819393

(18055/LEY)

1987 (E) Duple 350 SL + Leyland Tiger 290 ZF manual. Full spec, 53 rec, r/s toilet, servery + boiler, r/cont door, courier seat, d/glazed, f/d curtains, cassette/PA, wired for TV & video. MoT till Nov '91. **£52,000 + VAT ono. Tel. 0207 282288.** (18409/LEY)

1976 LEYLAND LEOPARD, 49-53 seats, 12 months' MoT, equipped for one man, beautiful condition, ready for work, **£5,800 + VAT. Tel. 0977 612219 (W Yorks).** (18211/LEY)

1979 (V) LEYLAND LEOPARD DUPLE DOMINANT II, 12 metre, 50 reclining seats, power door, Bristol dome, MoT Nov '91, **£10,500 + VAT ovno or part ex considered. Tel. 0387 710357 John MacEwan.** (18405/LEY)

DO YOU NEED A CHEAP SPARE BUS? We have a selection of Leyland Leopards for sale with prices ranging from **£2,000 to £20,000. Tel. now on 0670 712355.** (18243/LE)

LEYLAND

WARNERS BUS AND COACH

OLDBURY BUILDINGS, NORTHWAY LANE, TEWKESBURY, GLOS

1983 DAF SB2300 DHS 265/6 speed splitter, Jonckheere P50, 49 recliners, TV, video, toilet, coffee machine, fridge etc **£34,000**

1983 (REG) LEYLAND LEOPARD SOLD ixton Supreme, 50 reclining seats.

1981 LEYLAND TIGER 245 ZF, Plaxton Supreme V, 50 reclining seats etc. DoT 11/91 .....**£21,000**

1983 LEYLAND TIGER 245 ZF, Duple Goldliner, high floor, 50 reclining seats, double glazed, DoT 11/91. Choice of ~~two~~ one **£24,000**

1982 LEYLAND TIGER 245 ZF Van Hool Alizee H, 48 reclining seats, double glazed, WC, TV etc, DoT 12/91 .....**£39,000**

1985 LEYLAND ROYAL TIGER 260 ZF, Doyen, 47 reclining seats, double glazed, toilet, TV etc, DoT 3/92, choice of ~~two~~ one **£36,000**

The above represent a selection of tidy vehicles used on holiday tour work. Finance available, subject to status.

Part exchanges considered. All vehicles subject to VAT.

Contact Richard or Nick Warner on (0684) 292108

All viewing by appointment to save disappointment

(18439/LE)

1980 LEYLAND LEOPARD

Dominant II, 49 seats (retrimmed), Bristol Dome, Express doors, tinted windows, 5 speed S/A box, repainted white, MoT March '92, good order throughout.

£12,750

Andrews (Sheffield) Ltd

Tel. (0742) 561661

(18422/LEY)

1983 TIGER DOMINANT IV

53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

£22,000 + VAT ono

Tel: 0202 537 568

(18407/LEY)

1976 LEOPARD Supreme Express, 49 seats, MoT June '91, **£5,950. 1979 LEOPARD** Supreme MKIV, 53 seats, MoT Dec '91, **£11,950. Barry Cooper Coaches. Tel. Warrington (0925) 67321.** (18392/LEY)

LOOK! LEOPARD 680 DOMINANT, 11 mtr coach, 1976, semi-auto, 47 moquette recliners, air door, p/steering, DP facilities, year's PSV MoT, exceptional driver, s/history, very clean and tidy, **£4,295 + VAT ono. Tel. 0622 757101 any time.** (17995/LEY)

1981 (W) LEYLAND LEOPARD DUPLE DOMINANT IV EXPRESS

Choice of two. Both 53 seats with full test, semi auto, destination equipment, driver's cab (demountable), ideal dual purpose vehicles. In very good condition.

£17,950 ono + VAT

Full inspection facilities available

Tel. 0664 424474

(18366/LEY)

FOR SALE

2 LEOPARD DUPLES

L Reg, 680, 5 speed semi auto, June-July 1991 tickets.

£2,250 each or £4,000 the two

ALLSPARES

c/o GOUGHS TRANSPORT DEPOT, MORESTEAD, NR WINCHESTER, HAMPSHIRE, ENGLAND

Tel. (0962) 715566/715555

Telex. 477179 Fax. 714868

(18425/LEY)

1989 (F) HARRIER/LEYLAND SWIFT

MoT July '91.
Mileage 85,000.
*37 seats
*Carpets & Curtains
*Courier seat with p.a.
*Coffee Machine Connection
*Radio/cassette/p.a.
*Power Door
*Illum. Dest Box & Driver's Fan
*Hopper Windows
*Driver's Locker
*Forced Air Ventilation

EXCELLENT CONDITION THROUGHOUT

£34,000 + V.A.T. o.n.o.

Tel: CASTLEWAYS WINCHCOMBE LTD (0242) 602949 or 603715

(17961/LEY)

PLAXTON

PLAXTON SUPREME IV

Gardner 14 mpg

Tested 1yr, new tyres, brakes, clutch, engine overhauled last, year. 53 retrimmed seats, express doors, Eberspacher (just overhauled), wheel trims, radio cassette, repanelled and repainted.

£9,950 + VAT ono

Tel. 0786 814319 or 0831 637985

(18389/PLA)

SETRA

KÄSSBOHRER
STAY AHEAD WITH A SETRA

O.K. So we know times are tough. All the more reason to ensure you're a mile ahead of the competition. With a Setra, you're always out in front...

Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.	48	£82,500
1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53	£62,500
1988	Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen	53	£72,500
1988	Bedford/Duple, Radio/PA	57	£52,500
1987	DAF/Caetano 11.6, Radio/PA	53	£67,500
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77	£70,000
Setras			
1989	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS Many extras (warranty)	49/53	£109,000
1988	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS	49/53	£ 92,000
1983	S 215 HD (Optimal), WC/Kitchen, Drivers bunk TV/Video, Retarder, Many extras (warranty)	49	£ 62,000
1983	S 215 H (Optimal), WC/Kitchen, TV/Video, Retarder Many extras (warranty)	49	£ 47,500

Week's special offer...

1989	S210 H Super Luxury Coach - everything fitted	28	£ 79,000

New vehicles available from stock - other secondhand vehicles available. Fianace available, subject to status.
***Please note:* Year of registration does not necessarily denote year of manufacture.**

Harry Kell 0932 843685 (Southern Area Manager)
Andy Timms 0625 877658 (Northern Area Manager)

☎ 0522 500115

Kässbohrer
Setra. Perfection in coaches.

Kässbohrer (UK) Limited, Sadler Road, Doddington Road Industrial Estate, Lincoln, LN6 3RS. Telefax: 0522 500118

(16288/SE)

APRIL 1990

SETRA 5210H

32 seater, toilet, kitchen, all usual Setra refinements, low mileage, new MoT.

£80,000 + VAT

Tel. 031 339 6339

(18355/SA)

SCANIA

1985 SCANIA K112 JONCKHEERE P599, 51 reclining seats plus courier, full executive and extras, April 1992 test, very clean. **£47,000 + VAT. Please tel. 0706 68999 or 47774, mobile 0836 539587.** (18430/SC)

CHOICE OF TWO 'F' REGISTERED SCANIA K92/ DUPLE 320

55 reclining seats, radio/ cassette & PA. Centre carpet, curtains, air suspension etc.

£55,000 ono

P/X considered, finance can be arranged subject to status.

Telephone John Evans on 0302 330330

(18239/SC)

VINTAGE VEHICLES

1967 LEYLAND PD2, double decker in excellent condition. MoT July, suitable for preservation. **£3,300 inclusive of VAT. Tel. 0602 384982.** Trent Transport Training Ltd, Artic Way, Kimberley, Nottingham. (18426/VV)

VAN HOOL

£12,500 £12,500

FOR SALE

VAN HOOL ALIZEE DAF MB230 COACH

E Reg, low mileage, insurance write-off, burnt out at top but all chassis and components OK. 1160 turbo horizontal engine, ZF S690, CV90, splitter gearbox, Telma retarder, suit rebody or dismantle for parts.

Price £12,500

ALLSPARES

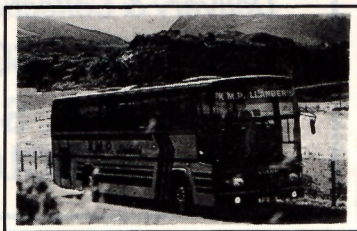
c/o GOUGHS TRANSPORT DEPOT, MORESTEAD, NR WINCHESTER, HAMPSHIRE, ENGLAND
Tel. (0962) 715566/715555
Telex. 477179 Fax. 714868

(18424/VH)

VOLVO

1984 VOLVO JONCKHEERE, 67 PAX, coffee, fridge, toilet/washroom, 5 TV video, excellent condition, reconditioned engine Oct 90. Full service history. MoT Dec 91. **£55,000 + VAT. Tel. 0767 681382.** (18206/VO)

1981 VOLVO B10M JONCKHEERE HIGHLINE, 49 seat Executive, MoT 17/ 1/92, Telma, private plate. **£28,000 ono + VAT. Tel. Cedric Coaches on 0206 824363.** (18413/VO)



VOLVO

1988 VOLVO JONCKHEERE P50

49 seats, double glazed, air conditioned, hot/cold drinks. Telma, curtains, carpets, video/PA. Tempo 100 toilet. Non smoking coach from new.

£75,000 + VAT
NO OFFERS
PARRY'S, CHESLYN HAY
0922 414576

(18427/VO)

VOLVO B10M
G Reg Jonckheere Deauville (March 90)

51 Vogel seats, demountable toilet, TV/video, water boiler, bunk, double glazing, curtains, unsignwritten, immaculate, all service records, low mileage, any trial.

Choice of two. £88,000.
(Check price of new with these extras).
See you at Brighton Sunday if you want a deal

Tel. (0527) 72857 & 75353 Harris Executive Travel, Bromsgrove

(18402/VO)

1984 VOLVO B10M

Jonckheere P599, full specification, excellent condition. Bargain at

£46,000 + VAT

Telephone: 0286 870880

(18368/VO)

CLARKES OF LONDON

2 x 53 – B10M

May 1986 C Reg, Plaxton 3500, recliners, double glazed, Webasto, rubber under seats, radio & PA, speed limiters, MoT May '92.

Contact Bill Clarke

£57,500 + VAT ono

Telephone: 081 778 6697

(18125/VO)

VOLVO EXECUTIVE coaches, full specification, choice of Plaxton, Van Hool, Caetano bodies, choice of **5 prices. Start from £47,500.** All in very good condition. **Tel. Brigg 0652 52481.** (18412/VO)

1985 VOLVO B10M CAETANO ALGARVE

49 seats + courier, fully air conditioned. TV, video, WC, hot drinks, low mileage, excellent condition.

£65,000 ono + VAT

Tel. 051 489 8484

(18237/VO)

MINIBUSES

Carlyle

BUS CENTRE

★ SELECTED USED MINIBUSES ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

FULL STAGE SPECIFICATION CARLYLE BODIED MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT 16 seat, from **£4,750**
1986/7 'D' SHERPA 16 seat, from **£4,500**
1987 'D' SHERPA 20 seat, from **£5,950**
1989 'G' SHERPA Mk II 20 seat, from **£16,500**

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★
Contact Andy Greenway for full details and this weeks stock list.

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability. Carlyle Bus Centre is a Licenced Credit Broker. Finance is subject to status.

021-454-4808

Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.
Fax: 021-454 5356.

(15965/MB)

1986 FORD TRANSIT DIESEL, 16-seater, TRN destination, power door, Eberspacher, full test, taxed, guarantee best on offer, **£5,850 + VAT. Tel. 021-550 3319.** (17999/MB)

1982 BEDFORD CF, Mark II, 12 seater, PSV. **£1,500 no VAT. Tel. 0222 594367.** (18352/MB)

PEUGEOT DIESEL TALBOT

6 x 14 seaters, high back seats, 5 speed gearbox, all with current MoT, low mileage.

£9,500 ono + VAT
Tel. 081 349 0239
081 343 2229
Mr Jackson

(18083/MB)

TOYOTA OPTIMO

18 seater, April 1988 E registration, large boot, table, video, coffee machine, aisle carpeting, mirrored windows. Very good condition. For sale with 12 months test.

£22,500 + VAT
Whafedale Coaches
Tel. Leeds (0532) 504966

(17987/MB)

WESTERN COMMERCIAL

NEW STOCK

811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

609D MERC VAN CONVERSION, 24 seats, electric door, deep boot, stock.

308 MERCEDES, 12 seat, luxury.

USED

1990 MERCEDES 811, coach built AMI, 33 seats, luxury, low mileage.

1989 MERCEDES 814, 26 seats, electric door, large boot.

1986 TOYOTA OPTIMO. 19 seats plus courier.

1985 TALBOT EXPRESS, 14 seats.

1985 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1983 MERCEDES 608. 21 seats.

1982 MERCEDES, 19 seats.

1980 MERCEDES, 12 seat, low roof.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON **031-333 2001**
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 792077 EVENINGS

BARGAIN OF THE WEEK. 1987 Freight Rover 350 diesel. 16 seats + 5 standees, power door, destination board, PSV till August 1991, engine needs attention, **£2,995 + VAT. Tel. 0249 782401.** (18360/MB)

1988 OPTARE CITYPACER

25 seat minibus, taxed 1 year and tested, new tyres, turbo etc. Mint condition, autobox, power door, radio cassette.

Offers
Tel. (0786) 814319
or (0831) 637985

(18390/MB)

X REG

FIAT IVECO

PSV tested 1 year, taxed for 6 months, 16 or 19 seats, good all round condition.

£4,250 ono + VAT
Tel: 0786 816627

(18408/MB)

HAVE YOU LOST A BUS DUE TO ACCIDENT DAMAGE, MECHANICAL PROBLEMS OR JUST TOO MUCH WORK?

DON'T LOSE BUSINESS – LET US HELP WITH SHORT TERM VEHICLE HIRE!!

SERVICE BUS OR COACH SPECIFICATION

Freight Rovers or Mercedes Benz – 507 – 609 – 709 up to 26 seats plus courier.

From as little as £48 per day (minimum 1 week hire)

Delivery & Collection can be arranged.

Call 0785 760666 anytime

M.M.S. SPOT HIRE SPECIALISTS

(18178/MB)

MINIBUSES

NORTH WEST COACH SALES LTD

Deal direct with the Manufacturers

The quality PSV and Welfare converters

MERCEDES 410D; 16 high back moquette seats, full soft carpet interior trim, 2 full length luggage racks trimmed in carpet, lift up roof vent, 2 speed saloon heater, radio/cassette with 4 speakers, bronze tinted windows, fluorescent saloon lights with night light, moquette centre roof stripe, floor overlaid with heavy duty lino with rubber gangway, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road **£113.44 per week**

Stock

MERCEDES 609D; 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed in carpet, full size Overton lift up roof vent, framed bronze tinted windows, deep Dropwell fibreglass boot, all round fibreglass skirts, radio/cassette with 4 speakers, fluorescent saloon lights with night fittings, moquette centre roof stripe, 2 speed saloon heater, wheel trims, destination dome and equipment, gliding power door, heavy duty lino, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road **£169.94 per week**

Stock

MERCEDES 609D; 24 seat service bus, 24 moquette bus seats with top hand rail, full soft carpet trim, framed bronze tinted windows, heavy duty lino to floor, destination dome and equipment, glider power door 2 x 2 speed saloon heaters, full size lift up roof vent, fluorescent saloon lights with night light fittings.

Price on the road **£154.25 per week**

MERCEDES 814D MIDI EXECUTIVE COACH

To various specifications

Price on the road

1987 E Reg 29 seat Mercedes 814 6 cylinder coach

1988 E Reg 29 seat Mercedes 814 6 cylinder coach

1988 E Reg 16 seat Freight Rover 300 minibus

Prices do not include VAT

Finance arranged subject to status

Conversion also on RENAULT/FORD/TALBOT EXPRESS VEHICLES

PHONE NOW ON

051 933 1016

AFTER HOURS

0925 68002

(16883/MB)

1979, 17-SEATER REEBUR TRANSIT DIESEL. New, high back seats, radio cassette, exterior and interior very good, chassis needs some repair, MoT expires 23.4.91, hence the price of only **£1,800 + VAT. Tel. 0984 40246/ 41107 (Somerset).** (18126/MB)

NEW TALBOT TRI-AXLE, DIESEL, 22 + 7, power door, moquette seats, dual purpose. Also choice of three used low mileage including turbo, 1989 and 1990 ex-demos. **Tel. Blythswood Motors, tel. 041 221 3165 or 041 639 6107 eves.** (18245/MB)

CAETANO

25 seat midi coach, taxed and tested 1yr, full soft trim with reading lights and forced air ventilation, carpet, curtains, large boot, radio, pa, TV, video, seersucker headrest covers, Plug power door.

£19,850 plus VAT ono

Tel. 0786 814319 0831 417025

(18371/MB)

WEST DURHAM COACH SALES

TOYOTA OPTIMO GL, 18 + 21 seats, choice of 3 (1988), cost per week **£184.14 + VAT**

TOYOTA OPTIMO GL, 21 seaters, (1987), cost per week, **£177.32 + VAT**

LEYLAND CUB (Optare Bodied), 33 + 8, full auto, power steering, moquette seats, air door (1986), cost per week **£117.99 + VAT**

IVECO FORD 45:10, 18 seater, full coach interior, cost per week **£112.53 + VAT**

Prices quoted are based on a 3 year hire purchase with 20% + VAT deposit. Ring for details on easy payment plans to suit your business needs. Cash sales also available.

CASH SALES

1976 BEDFORD PJK, 33 seater.....**£6,000 + VAT**
1976 BEDFORD YMT, 53 seater .....**£6,000 + VAT**
1979 FORD R113, 53 seater.....**£6,500 + VAT**
1983 MERCEDES 608D, 19 seat Reebur .....**£12,500 + VAT**

For more information tel. Iain Trevis on

0388 811848 (16884/MB)

1981 MERCEDES 508D, Reeve Burgess, 19 high back seats, PSV, MoT December 1991. **£5,750 + VAT. Tel. 0949 837 526.** (18435/MB)

FOR SALE: E REG FORD TRANSIT PSV Mellor Conversion, 12 seats, taxed and MoT, excellent condition, **£5,750. MERCEDES B REG,** PSV, 12 seats, high back, taxed and MoT, very good condition, **£7,850. Tel. (0538) 752057.** (18393/MB)

1987, VW TURBO OPTARE, 25 seats, needs attention. **£8,000 + VAT. Tel. 071 935 4091.** (18434/MB)

1988 Toyota Optimo. 18 seats, table, courier, tints, curtains, wired TV video, low mileage. New MoT. Superb condition. **P/X possible. APT Travel. Tel. 0268 783878 (Essex).** (17936/MB)

FIAT 35F8 with Reeve Burgess, 12 seater, luxury coach body new 1982, very fast machine, suitable for breaking. **Offers. Lancaster City Transport 0524 424555.** (18414/MB)

IVECO 35.8, B REG, 14 seats, PSV tested to 26/3/92, Robin Hood conversion. High roof. **£3,850 + VAT.** W & H Motors. **Tel. 0293 540024. Crawley, W/ Sussex.** (18240/MB)

M-2-M

EX-STOCK

LEYLAND DAF 400

2.5 litre Peugeot Diesel Engine

16 high back Capri seats trimmed in moquette and set on tracking, full length luggage racks with driver's locker, electric intake/extract unit, lift-up roof vent, Blaupunkt stereo radio/cassette with four speakers, saloon heater, decorative curtains, tinted windows, wheeltrims, dropped passenger entrance step. Certificate of Initial Fitness, 12 months road tax.

Nett £16,200

EX-STOCK

LUXURY TOURER – RENAULT MASTER T35D

12 coach seats by Kustombuilt

Two tables with lights, full soft trim interior, large under floor luggage area with access from front and rear, luggage racks, dim/bright interior lights, Blaupunkt stereo radio/cassette, lift-up roof vent, electric intake/extract unit, saloon heater, bronze tinted windows, decorative curtains, interior – brown/fawn, exterior – white, Certificate of Initial Fitness, 12 months road tax.

Nett £15,800

TWO WEEKS

MERCEDES BENZ 609D COACH

24 high back Capri seats set on tracking and trimmed in moquette, large dropwell boot, soft trim interior, Armourflex floor covering, full length luggage racks with driver's locker, lift-up roof vent, electric intake/extract unit, dim/bright interior lights, saloon heater, Blaupunkt stereo/radio/cassette with four speakers, bronze tinted windows, moulded side skirts, bolt-on wheel trims, interior – red/grey, exterior – white, Certificate of Initial Fitness, 12 months road tax.

Nett £26,500

MADE TO MEASURE MINICOACHES LTD

PSV Specialists

Ashton Road, Bredbury, Stockport SK6 2QN

(adjacent to exit 15 on M63)

FINANCE SUBJECT TO STATUS

(18431/MB)

TEL: 061-494-6117

UNCLASSIFIED

SURPLUS VEHICLES

BRISTOL VRT	– without MoT from 1974 to 1979	£1500
LEYLAND NATIONAL	1974 no MoT, 52 seats.	£1900
	1974 MoT to 8/91, 41 seats.	£2800
FREIGHT ROVER	1986/7, 16 seats, MoT.	£4000
	1987, 20 seats, MoT.	£4900
DAF DUPLE 340	– 53 seats, recliners, toilet, drinks machine, 1987.	£41,000
BEDFORD DUPLE	– 53 seat, manual g/box, 1980, no MoT incl tyres.	£2800
IVECO FORD 35.10	– 12 seat minicoach, turbo engine, 1987, MoT 10/91.	£6900
LEYLAND LEOPARDS	– 1978, 49 seat, Duple, MoT expired.	£2500

ALL PRICES PLUS VAT
ENQUIRIES: PHILIP BOWRAN
STOCK (0782) 744744

PMT

(18399/UN)

1987 SCANIA, 55 recliners, immaculate. **£52,500.**

1985 VOLVO/IRIZAR, full spec, 49 retrimmed seats, 2 TVs. **£49,500.**

1983 VOLVO/DUPLE Laser, 57 seats, repainted. **£30,000.**

1981 LEYLAND PLAXTON, 47 recliners. **£12,500.**

1979 VOLVO/MOSELEY ALPHA, 53 seater. **£15,000.**

P/X Considered.

All in immaculate condition, taxed tested and in current use.

0905 820201

(18410/UN)

FOR SALE CVE OMNI

G Reg, 1990, Landrover engine, 23 seats + 5 standees. Full DIPTAC bus spec. Choice of 6 – discount for all 6.

No sensible offer refused.

Tel. 051 523 3118

(18436/UN)

1978 AEC 760. 12 metre Plaxton Supreme, Mark IV front, Bristol dome, tinted windows, 53 retrim seats, new rubber gangway, MoT 15/3/92.

£6,000 ono + VAT

1979 VOLVO B58. 11 metre, Duple Dominant II, Bristol dome, 49 seats, semi automatic, painted all white, MoT 25/2/92.

£9,000 ono + VAT

1979 BEDFORD PJK DUPLE, 29 seats, painted all white, MoT 30/12/91.

£4,000 ono + VAT

Tel. 061-789 3369/2147

(18136/UNC)

REGAL
COACH SALES LTD.

1989 (G) LEYLAND SWIFT VANGUARD BUS. Automatic, Telma retarder, 39 seats, luggage pen, 16 standees, all white, new MoT.

1989 (F) VOLVO B10M 3500 PARAMOUNT, 53 seats, rear continental door, toilet, long MoTs, choice of two.

1988 (E) VOLVO B10M 3500, Paramount, 49/53 seats, centre continental door, toilet, new MoT.

1986 (D) CAETANO IVECO, 24 seats bus, manual, Telma retarder, choice of 4, long MoTs.

1986 (D) DAF MB 230 DUPLE 340. 53 reclining seats, toilet, rear continental door, new MoT.

1985 (C) BEDFORD YNT PLAXTON PARAMOUNT 3200. 12 metre, 55 reclining seats, radio, PA, MoT May 1991.

1984 PRIVATE PLATE DAF SBR 2300 JONCKHEERE. 3 axle, 71 seats, toilet, TV, video, MoT May 1991.

1983 PRIVATE PLATE MAN SR280 VAN HOOL ALICRON. 49 reclining seats, toilet, TV, video MoT May 1991.

1983 (Y) LEYLAND TIGER 245, Plaxton paramount 3200 Express, 52 seats, semi auto, new MoT.

1983 (Y) VOLVO B10M VAN HOOL ALIZEE. 53 reclining seats, courier seat, continental door, new MoT.

1983 (Y) VOLVO B10M DUPLE DOMINANT IV. 12 mtr, 53 seats, radio, PA, new MoT.

1983 MAN T813 VAN HOOL ALIZEE, 38 reclining seats, TV, video, centre toilet, kitchen, MoT April 92.

1981 (W) LEYLAND LEOPARD DUPLE DOMINANT IV, 11 metre, 49 seats, semi auto, tinted windows, Express doors, choice of 3, new MoT.

1978 (S) FORD 360 TURBO ALEXANDER. 53 seats, service bus. One remaining. Long MoT.

1978 (T) LEYLAND NATIONAL. 49 seats, 22 standees, choice of 2. Long MoT's.

1976 (R) LEYLAND LEOPARD PLAXTON SUPREME, 11 metre, 49 seats, semi automatic, Express doors, MoT January '91.

1975 (N) LEYLAND LEOPARD DOMINANT. Semi auto Paramount front, 53 seats, MoT April 1991.

OLD MILL PARK, KIRKINTILLOCH, GLASGOW G66 1SP
Day Telephone: 041-776 3268
Fax 041-777 8138 Evening 041-775 1884 (17137/UN)

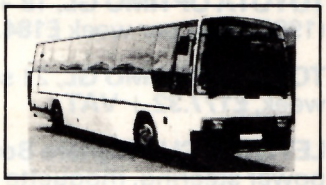
EXETER PSV CENTRE

EXETER PSV CENTRE, PEEK HOUSE, PINHOE TRADING ESTATE, VENNY BRIDGE, EXETER EX4 8JR

Tel. 0392 66005 Fax: 0392 64874

LOW DEPOSIT – CONTRACT HIRE – LOW DEPOSIT (subject to status)
LISTED BELOW ARE JUST FOUR EXAMPLES – MANY, MANY MORE

EXAMPLE
1988 PLAXTON 3200 LEYLAND TIGER, (55 recliners)
TERMS – 3 year contract
36 x £1,650 + VAT P/M
DEPOSIT = 3 months + VAT
Drive away only £4,950 + VAT



EXAMPLE
1983 VOLVO B10M (EXEC) DUPLE CARIBBEAN, (51 recliners)
TERMS – 3 year contract
36 x £1,450 + VAT P/M
DEPOSIT = 3 months + VAT
Drive away only £4,350 + VAT

EXAMPLE
1981 LEYLAND LEOPARD PLAXTON SUPREME
TERMS – 2 year contract
24 x £750 + VAT P/M
DEPOSIT = 3 months + VAT
Drive away only £2,250 + VAT

EXAMPLE (HAS TO BE SEEN)
1977 LEYLAND LEOPARD PLAXTON, (Paramount front), new panels
TERMS – 2 year contract
24 x £590 + VAT P/M
DEPOSIT = 3 months + VAT
Drive away only £1,770 + VAT

***P/X vehicles taken as deposit**
***All coaches fully prepared**
***Many other coaches available, all at similar low, low prices**
EXETER PSV CENTRE
Peek House, Pinhoe Trading Estate, Exeter (after hours 0395 269767) (18398/UN)

WOMBWELL DIESELS COMPANY LTD.

PASSENGER VEHICLE SALES

DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

DOUBLE DECKERS

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 12-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test. SOLD
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, new test.

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
1972 LEYLAND ATLANTEAN, 76 seats, East Lancs body. Test expired.
2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 13-12-90.
1979 FORD DUPLE DOMINANT II body, tested til end February 14-2 SOLD
1978 FORD PLAXTON SUPREME body. Test expired.
1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91. **£6,750.**
1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 seats. Test 9-2-91.

1984 ROYAL TIGER DOYEN Executive Spec. One remaining, toilet fitted, £25,000. New test.
1986 MCW METROLINER Executive Spec. Choice of three. Toilet and servery (single deck coach) £30,000. Long tests.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 31-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.
1976 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. New test.

SINGLE DECKERS

PRICES FROM £3,000.
1976 10.3M LEYLAND NATIONAL. Test 20-4-91. 41 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats. SOLD
1979 10.3M LEYLAND NATIONAL. Test 31-7-91. 44 seats. SOLD
1979 10.3M LEYLAND NATIONAL. New test. 44 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.
1973 11.3M LEYLAND NATIONAL. New test. 49 seats.
1979 11.3M LEYLAND NATIONAL, 49 seats.

1980 LEYLAND NATIONAL MK II. Leyland 680 engine. New test.

COLLECTOR'S ITEMS

LEYLAND E39 engine and gearbox.
BRISTOL AVW engine and box.
1965 ROUTEMASTER, 64 seats. Test 2-4-91.
1963 ROUTEMASTER, 64 seats. Test expired.
RT and ROUTEMASTER spares.

TEST DATES NOW AVAILABLE FOR THE ABOVE VEHICLES.

WANTED

Buses and coaches, scrap or re-usable. Best prices paid. Cash on collection.

BREAKING

Large selection spares including: **Bristol VRT, Bristol RE, Volvo Ailsas, Ford Van Hool, Leyland National, Leyland Atlantean, Leyland Leopards, Daimler Fleetline, AEC Reliance, AEC Regent, Routemaster and some RT spares. Supreme III spares and including glass.**

TELEPHONE 0226 752086
Evenings 0977 642443 (Chris),
0226 284187 (Paul) or Mobile 0836 363223 Fax. 0226 340500

Wombwell Diesels Company Ltd, Station Villa, Park Hill Road, Wombwell, Nr Barnsley

(13734/UN)

UNCLASSIFIED

PLAXTON
Retail Sales

NEW VEHICLES

VOLVO			
B10M GLE PLAXTON PARAMOUNT 3500 4 Star, 3 x TV, video, G7 gearbox	1 only	49 recliners	£113,365
B10M GL PLAXTON PARAMOUNT 3500 3 Star, centre door, double glazing	1 available	53 recliners	£98,900
B10M GL PLAXTON PARAMOUNT 3200 2 Star	4 available	53 recliners	£94,555
B10M GL IKARUS 358, centre door, double glazing	8 available	49/53 recliners	£89,950
B10M GL IKARUS 336, double glazing	2 only	53 recliners	£86,550
B10M DL PLAXTON PARAMOUNT 3200 1 Star	3 available	57 fixed seats	£86,315
LEYLAND			
TIGER 290 AUTOMATIC PLAXTON PARAMOUNT 3500, 4 Star	3 only	49 recliners	£101,775
TIGER 290 MANUAL PLAXTON PARAMOUNT 3500 4 Star	2 only	49 recliners	£97,225
TIGER 290 AUTOMATIC PLAXTON PARAMOUNT 3500 3 Star, double glazing	4 available	53 recliners	£95,250
TIGER 290 AUTOMATIC PLAXTON PARAMOUNT 3500 3 Star	4 available	53 recliners	£93,250
TIGER 250 AUTOMATIC PLAXTON PARAMOUNT 3500 3 Star	1 only	53 recliners	£91,995
TIGER 290 MANUAL PLAXTON PARAMOUNT 3500 3 Star, double glazing	2 available	53 recliners	£90,250
TIGER 250 AUTOMATIC PLAXTON PARAMOUNT 3200 2 Star	2 available	53 recliners	£97,500
TIGER 250 MANUAL PLAXTON PARAMOUNT 3500 3 Star	1 only	53 recliners	£87,250
TIGER 250 AUTOMATIC PLAXTON PARAMOUNT 3200 1 Star	3 only	57 fixed seats	£83,500
SWIFT REEVE BURGESS HARRIER COACH	6 available	37 fixed seats	£47,750
SWIFT REEVE BURGESS HARRIER COACH Short Wheel Base	1 only	29 fixed seats	£43,995
SWIFT AUTOMATIC WADHAM STRINGER BUS	4 only	39 bus seats	£44,250
DUPLE			
425 INTEGRAL CUMMINS, double glazing, centre door	6 available	55 recliners	£89,950
IVECO			
315 CARROSSERIE LORRAINE	5 available	30 recliners	£55,000
MERCEDES			
0303 PLAXTON PARAMOUNT 3500 3 Star, double glazing, centre door	3 available	53 recliners	£106,700
814D REEVE BURGESS 33 seat coach, power door	1 available	33 fixed seats	£42,400
811D REEVE BURGESS 33 seat coach	1 only	33 fixed seats	£39,550

(17976/UN)

TEL: 0909 551166
Crossroads, Anston, Sheffield S31 7ES
Fax: 0909 568937

TEL: 0920 461777
Widbury Hill, Ware, Herts D12 7AS
Fax: 0920 460174

MERCEDES BENZ DUBRAVA INTEGRAL 3200 COACH

49 seater and toilet, March 1989, 169,000 kilometres.
Lease: 3/43 @ £1,300 + VAT
Subject to status

Please telephone either Simon Kirk on 0737 222280 or Mike Aston on 0533 631222

(18438/UN)

C REG BEDFORD YNT

53 seats, excellent condition, MoT March '92.

£38,500 + VAT

E REG VOLVO B10M

Duple 340, full spec, MoT, Dec '91.

£68,000 + VAT

Contact: Sandy Tain Coaches 0862 892085 SCOTLAND

(18235/UN)

1988 F REG SCANIA K112 VAN HOOL SUPERHIGH

49/53 recliners, centre sunken demountable toilet, double glazed tinted windows, curtains, carpet, coffee boiler. TV video, fitted driver's bunk, Telma, wheel trims, radio cassette, MoT Sept '91, tax, 205k from new, serviced by Scania and still has warranty cover, not shuttled.

£79,950 ono + VAT

1984 A REG MERCEDES NEOPLAN JET LINER

49 recliners, centre sunken toilet, coffee machine, 2 TV's, video, blinds, driver's bunk, wheel trims, radio cassette, MoT Feb '92. Recon engine fitted by Mercedes.

£40,000 + VAT ono

Re-advertised due to dreamers. Finance available subject to status.

TEL. 061-480 0617, 0831 267 566 after hours

(18129/UN)

LAG PANORAMIC 290 BHP 11.6L DAF POWERED

49 Vogel rec seats, additional fuel tank, Telma retarder, Tempo 100, courier seat, Bosch alarm system, FULL SUTRAK AIR CONDITIONING, Webasto, double glazing, curtains, full saloon carpets, radio, pa, tape, video system, driver's bunk, centre sunken washroom/toilet, continental door and steps, one piece rear end, Alcoa alloy wheels with polished faces, plus a host of other extras, finished in metallic black and gold, very clean, MoT applied for. 1st reg May 1989. Vehicle available for sale. Finance arranged subject to status.

0933 440221

(18395/UN)

N.D.Y. Coach Sales

Quarrington Hill, Durham

Tel: 091-3771 802
After hours: 091-285 2239 or 0207 234 858

A range of coaches prepared to test certificate standard and sensibly priced, an engineer's report to hand for each vehicle.

Full inspection facilities, your instructions will be carried out to our usual high standards including painting to your choice!

1990 BOVA FUTURA, 48 luxury seats, double glazed, toilet, servery, optics, hot and cold running water, curtains,carpets, Telma, 52,000 kms, test, genuine, immaculate machine.

1983 245 TIGER VAN HOOL, 12 metre ZF autolube, 52 recliners, TV, video, tinted windows, curtains, courier seat, probably the best example available anywhere.

1982 B10M GOLDLINER, 12 metre ZF, Telma, power door, tinted windows, curtains, radio cassette, 50 recliners, full soft trim in red moquette, exterior finished in white, wheel trims, new test.

1981 LEOPARD 003 SEMI AUTO, recent engine, new test, 49 seats, major body overhaul, finished in white.

1978 LEOPARD DOM EXPRESS, this vehicle looks new, much of the body structure is, with new body lines and mouldings, 53 red retrim seats, finished in white, new test.

1977 LEOPARD DOM EXPRESS, a straight reliable coach, 53 recently trimmed seats, tested, finished in white, ready to work.

1981 R1114 DOM, a well specified coach, tinted windows, curtains, 53 seats, tested and tidy.

1980 & 1979 R1114 SUP IV COACHES, sensibly priced, ready for private hire and contract work, these are very good vehicles.

1981-1975 BEDFORD DUPLE COACHES & EXPRESSES, tested and clean, ready to work machines.

We have further examples of coaches and buses ready to work. Our workshops are geared to paint vehicles to your scheme after seating arrangements and signwriting etc.

Our range of floor coverings is the most extensive.

"Give your gangway a fresh approach" (18423/UN)

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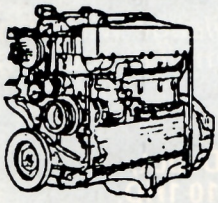

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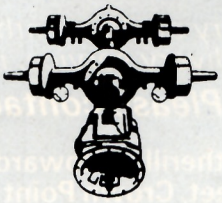

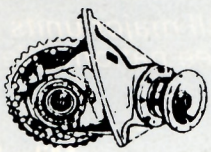

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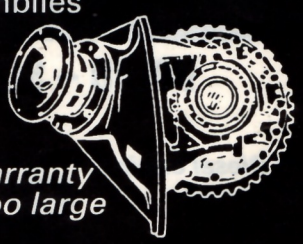

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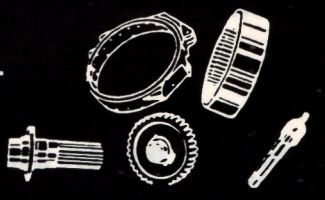

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TENDERS

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REGISTER OF CONTRACTORS – TRANSPORT SERVICES

The County Council maintains a Register of Contractors for Transport Services, as detailed below:-

1. Transport of Pupils/Students to and from school/college.
2. Transport of Social Services clients.
3. Provision of subsidised local bus services (under the Transport Act 1985).

Contracts cover all sizes of vehicles including cars, minibuses, coaches and specialist vehicles for handicapped persons.

Operators who wish to be included on the Register should submit a completed application form as soon as possible to:-

County Engineer & Planning Officer,
Hereford & Worcester County Council,
County Hall, Spetchley Road, WORCESTER WR5 2NP.

Preliminary telephone enquiries should be made to the following:-

Education Transport	Jenny Masser	**0905 765869**
Social Services	Richard Tombs	**0905 754235**
Local Bus Services	Mike Walton	**0905 766798**

Application forms may be obtained from the above address.

Operators on the existing Register of Contractors need not re-apply, as they will be circulated separately.

★★★★★★★

RESULTS OF LOCAL BUS SERVICE TENDERS

Results of tenders for local bus service subsidy contracts are available and may be consulted at County Hall or at any County Library. Copies may also be obtained from the County Engineer & Planning Officer, Hereford & Worcester County Council, County Hall, Spetchley Road, Worcester WR5 2NP. Please send a cheque/PO for £1 and state the period/area in which you are interested. (18373/TE)

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